OR

OPERATING RULES

EFFECTIVE JANUARY 1, 2012
These rules govern operations on the railroad subsidiaries of Norfolk Southern Corporation. On the effective date, these rules supersede all previous rules and instructions.

Further instructions may be issued by proper authority.

MARK D. MANION
Executive Vice President and Chief Operating Officer

EFFECTIVE: JANUARY 1, 2012
OPERATING RULES

THIS BOOK IS THE PROPERTY OF

NORFOLK SOUTHERN

AND ITS RAILROAD SUBSIDIARIES

ISSUED TO

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who must return it to the proper officer when called for,
or when leaving the service.
The following are a summary of changes issued since the publication of Operating Rules Book dated May 1, 2008.

**NOTE:** Remote Control Locomotive Operations, RCL-1, has been added to the latest publication of the Operating Rules Book.

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<td>Standardizes operating procedures in the event of a horn failure.</td>
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<td>102</td>
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<td>Revised to establish best practices for train inspection after an emergency brake application.</td>
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<td>103</td>
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<td>Revised to accommodate federal requirements regarding shove movements, requirements pertaining to RCL moved to the RCL-1 section of the Operating Rules Book.</td>
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<td>122</td>
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<td>Added requirements regarding shoving equipment over highway-rail grade crossings, including those movements using shoving platforms.</td>
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<td>66</td>
<td>125/126</td>
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<td>Rule 125 (Auxiliary Tracks) consolidated into Rule 126 (Approaching Crossings with Automatic Warning Devices). Clarifies the requirement to protect crossings on tracks when conditions are present that prevent activation of warning devices.</td>
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<td>79</td>
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<td>Revised by adding requirement for crewmembers clearing track authorities to do so prior to the expiration of the employee’s Hours of Service Limit.</td>
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<td>Establishes procedures to contact the Train Dispatcher/Control Operator before making reverse moves near controlled signals.</td>
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<td>Qualification Certificate is cancelled in its entirety.</td>
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GENERAL NOTICE

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Willingness to obey the rules is necessary in order to enter or remain in the service. Past practices not in conformity with the rules are unacceptable as an excuse for noncompliance.

The service demands the honest, intelligent, and courteous discharge of duty.

To obtain promotion, ability must be shown for greater responsibility.

Operating Rules have evolved from the experience of many people on many railroads over many years. This process will be continuing, and constructive suggestions to improve Operating Rules should be submitted to transportation officers.
DEFINITIONS

Absolute Block — A block which may be occupied by only 1 train or engine at a time.

Adjacent Tracks — Two or more tracks with track centers spaced less than 25 feet apart.

Automatic Block Signal — A block signal that is activated either by track circuit or in conjunction with interlocking or controlled point circuits. This block signal automatically indicates track condition and block occupancy.

Automatic Block System (ABS) — A series of consecutive blocks governed by block signals, actuated by a train or engine, or by certain conditions affecting the use of a block.

The use of each block may be governed by an Automatic Block Signal, Cab Signal, or both.

Block — A length of track of defined limits on which train movements are governed by block signal, cab signal, or mandatory directive. In signaled territory, a block is the track section between 2 consecutive block signals governing movement in the same direction.

Block Signal — A fixed signal at the entrance of a block to govern trains and engines entering and using that block.

Blocking Device — A method of control that either prohibits the operation of a switch or signal or restricts access to a section of track.

Blue Signal — A clearly distinguishable blue flag, blue light, or blue tag by day, or a blue light, or blue tag by night. When displayed, it signifies that workers are on, under or between equipment.

Cab Signal — A signal located in the operating compartment of the controlling locomotive indicating track occupancy or condition. The cab signal is used with interlocking signals, controlled point signals, block signals, or both.

Camp Cars — Occupied

Camp Car — Any On-Track vehicle, including outfit, camp, bunk, or office cars or modular homes mounted on flat cars used to house railroad employees, not including wreck trains.
Effective Locking Device — (See definition for Effective Securing Device)

Rolling Equipment — Includes locomotives, railroad cars, and one or more locomotives coupled to one or more cars.

Switch Providing Access — A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal — A white disk with the words “Occupied Camp Car” in black lettering during daylight hours and in addition an illuminated white signal at night, indicating that employees are in, around, or in the vicinity of camp cars.

Control Station — A place from which a signal system or a controlled point/interlocking is operated.

Controlled Point (CP) — A station designated in the Timetable where signals are controlled from the Control Station.

Controlled Point/Interlocking Limits — The tracks between opposing home signals.

Controlled Signal — A fixed signal, controlled by a Train Dispatcher/Control Operator, capable of displaying a Stop indication.

Controlled Track — A track upon which all movements of trains, engines, and On-Track equipment must be authorized by a Control Station.

Crossover — A combination of 2 switches connecting 2 adjacent tracks. When lined, this switch combination allows movements to cross from one track to the other.

Current of Traffic — The assigned direction of movement on a main track governed by Rule 251, as specified in the Timetable.

Derail — A track device designed to guide equipment off the rails at a selected location as a means of protection.

Distant Signal — A fixed signal that governs approach to the next signal.
District — A portion of a division designated by Timetable.

Division — That portion of a railroad assigned to the supervision of a Division Superintendent.

Dual-Control Derail — A power-operated derail also equipped for hand operation.

Dwarf Signal — A low controlled point/interlocking or block signal.

Effective Securing Device — When used in relation to a manually operated switch or derail, means one which is:

(a) Vandal resistant.

(b) Tamper resistant.

(c) Capable of being locked and unlocked only by the class, craft, or group of employees for whom the protection is being provided.

Engine — A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.

Exclusive Track Occupancy — A method of establishing working limits on controlled track in which movement authority of trains, engines, or other railroad equipment is withheld by the Train Dispatcher/Control Operator or Control Station, or restricted by flagmen as prescribed by rule.

Fixed Signal — A signal of fixed location indicating a condition affecting the movement of a train or engine.

Flagman (RWP) — When used in relation to roadway worker safety means a qualified employee designated to direct or restrict the movement of trains, engines, or On-Track equipment past a point on a track to provide On-Track safety for roadway workers while engaged solely in performing that function.

Fouling a Track (RWP) — The placement of an individual or equipment in such proximity to a track that the individual or equipment could be struck by a train, engine, or other railroad equipment, or in any case is within 4 feet of the field side of the nearest running rail.
Heavy Grade

For a train operating with 4,000 trailing tons or less, a section of track with an average grade of 2% or greater over a distance of 2 continuous miles.

For a train operating with greater than 4,000 trailing tons, a section of track with an average grade of 1% or greater over a distance of 3 continuous miles.

Highway-Rail Grade Crossing Warning System

Activation Failure — The failure of an active highway-rail grade crossing warning system to indicate the approach of a train at least 20 seconds prior to the train’s arrival at the crossing, or to indicate the presence of a train occupying the crossing, unless the crossing is provided with an alternative means of active warning to highway users of approaching trains. (This failure indicates to the motorist that it is safe to proceed across the railroad tracks when, in fact, it is not safe to do so.) A grade crossing signal system does not indicate the approach of a train within the meaning of this paragraph if — more than 50% of the flashing lights (not gate arm lights) on any approach lane to the crossing are not functioning as intended, or in the case of an approach lane for which two or more pairs of flashing lights are provided, there is not at least 1 flashing light pair operating as intended. Back lights on the far side of the crossing are not considered in making these determinations.

Appropriately Equipped Flagger — A person other than a train crewmember who is equipped with a Norfolk Southern approved flagging vest, shirt, or jacket along with approved hand signal flagging devices, which include “STOP/SLOW” paddles or red flags for daytime flagging and a flashlight, lantern, or other lighted signal for nighttime flagging.

Credible Report of System Malfunction — Specific information regarding a malfunction at an identified highway-rail crossing, supplied by a railroad employee, law enforcement officer, highway traffic official, or other employee of a public agency acting in an official capacity.
False/Partial Activation — The activation of a highway-rail grade crossing warning system caused by a condition that requires correction or repair of the grade crossing warning system. (This failure indicates to the motorist that it is not safe to cross the railroad tracks when, in fact, it is safe to do so.)

Warning System Malfunction — An activation failure or false activation of a highway-rail grade crossing warning system. (NOTE: “Activation Failure” includes, without limitation, when it is known that effective shunting is being prevented by sand, rust grease, or other foreign matter on the rail.)

Home Signal — A fixed signal, capable of displaying a STOP indication, governing the entrance to a route, block, interlocking or controlled point.

Hours of Service Limit (HSL) — The latest time at which an Hours of Service employee can perform service without violating the FRA Hours of Service law.

Imperfectly Displayed Aspect — A signal aspect not in conformity with applicable signal rules.

Improper Signal — A signal displaying an aspect more permissive than Block Conditions should allow, or displaying or appearing to display an aspect that the signal is not capable of displaying.

Inaccessible Track (RWP) — A method of establishing working limits on non-controlled track by preventing entry and movement of trains, engines, or other railroad equipment.

Individual Train Detection (ITD) — A procedure by which a lone worker acquires On-Track safety by seeing approaching trains, engines, or other On-Track equipment and leaving the track before they arrive and which may be used only under circumstances defined by rule.

Interlocking — An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence. An interlocking may be controlled or automatic.

Controlled Interlocking — An interlocking operated by a Control Station.

Automatic Interlocking — An interlocking actuated automatically by the approach of a train or engine.

Interlockings will be designated in the Timetable.
Interlocking Appliances — The parts of an interlocking that are capable of movement such as: switches, derails, movable point frogs, movable bridges, etc.

Interlocking Signals — The fixed signals of an interlocking.

Lone Worker (RWP) — An individual roadway worker that is not being afforded On-Track safety by another roadway worker, is not a member of a roadway work group, and is not engaged in a common task with another roadway worker.

Main Track — A track, designated by Timetable, upon which movements are authorized by Rules 93, 171, 251, 261, or 271.

Mandatory Directive — Any movement authority or speed restriction that affects the movement of a train, engine, On-Track equipment, single or in combination with other equipment. Any Form used to authorize use of controlled track is a Mandatory Directive.

Non-Controlled Track — A track upon which trains and engines are permitted by rule or special instructions to move without receiving authorization from a Control Station. (NOTE: Sidings in Rule 171 and 271 territories are regarded as non-controlled track; however, must not be blocked unless authorized by the Train Dispatcher/Control Operator.)

Non-Interlocked Railroad Crossing — A non-signaled railroad crossing at grade that may be equipped with gates, Stop signs and/or targets and governed by posted or special instructions.

Non-Signaled Territory — Territory not equipped with automatic block signal systems.

On-Track Equipment — Flanged-wheel equipment, other than trains or engines, propelled manually or by other forms of energy, used in the inspection, maintenance, or construction of track, structures, signals and communication equipment.

Operations Bulletin — Instructions issued by the Division Superintendent concerning rules, special instructions or other matters pertaining to operations.

Personal Electronic Device — Any electronic or electrical device not provided to the employee by Norfolk Southern for authorized business purposes.
**Pilot** — An employee assigned to a train or On-Track equipment when the Engineer or Operator is not fully acquainted with the physical characteristics or rules of the railroad.

**Qualified Roadway Worker (RWP)** — A status attained by an employee who has successfully completed the applicable portions of Norfolk Southern’s Roadway Worker Protection training and has been authorized by the employer under these rules to perform the duties of a particular position or function.

**Railroad-Supplied Electronic Device** — Any electronic or electrical device provided to the employee by Norfolk Southern for authorized business purposes.

**Return Movement** — A movement of either the locomotive(s) or leading portion of the train, directed back toward the stationary portion of the same train.

**Reverse Movement** — A movement opposite the direction previously authorized.

**Roadway Maintenance Machine** — A device powered by any means of energy other than hand power that is being used on or near a railroad track for maintenance, repair, construction, or inspection of track, bridges, roadway, signal, communications, or electric traction systems. Roadway maintenance machines may have highway or rail wheels, or may be stationary.

**Roadway Work Group** — Two or more roadway workers working together on a common task.

**Roadway Worker** — Any employee of a railroad or of a contractor to a railroad engaged in inspection, construction, maintenance, or repair of railroad track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities or roadway maintenance machinery, fouling a track or with the potential of fouling a track, or when working as flagmen or watchmen/lookout.

*(NOTE: Roadway Worker Protection rules will also apply to the operation of On-Track equipment if the Operator and/or occupants of the equipment are engaged in any of the foregoing work activities.)*

**Rules in Effect** — The specific operating rule(s) that govern the use of main tracks designated by the Timetable.
Siding — An auxiliary track for meeting or passing trains, shown as a siding in the Timetable.

Controlled Siding — A siding equipped with controlled signals that authorize trains or engines to enter or leave the siding. Speed not to exceed Restricted Speed.

Signaled Siding — A siding with Rule 261 in effect governing all train and engine movements on the siding.

Signal Aspect — The appearance of a fixed signal, which conveys an indication, as viewed either:

(a) From the direction of an approaching train or engine.
(b) On the cab signal display unit.

Signal Indication — The required action conveyed by the aspect of a signal.

Special Instructions — Instructions so captioned in the Timetable.

Speeds:

Limited Speed — For passenger trains, not exceeding 45 MPH; for freight trains, not exceeding 40 MPH.

Medium Speed — A speed not exceeding 30 MPH.

Restricted Speed — A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, any signal requiring a stop, derail or switch lined improperly and looking out for a broken rail, but not exceeding 15 MPH. (NOTE: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)

Slow Speed — A speed not exceeding 15 MPH.

Speed Control — A device on an engine that will cause a penalty brake application if the Engineer fails to reduce the train’s speed to the speed required by the cab signal indication.

Station — A location designated in the Timetable by name.
Switches:

**Dual-Control Switch** — A power-operated switch that is also equipped for hand-throw operation.

**Electrically Locked Switch** — An electrical locking device applied to a hand-operated switch or derail.

**Power-Operated Switch** — A switch that is operated electrically or electro pneumatically. Such switches may or may not be equipped for hand-throw operation.

**Spring Switch** — A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

**Timetable** — A publication containing system and/or division instructions relating to operations.

**Track Authority** — Authorization to use controlled track, received in writing or copied and repeated at the direction of the Train Dispatcher/Control Operator using radio or other communication. Track Authority must be written on the prescribed form.

**Train** — An engine or more than one engine coupled, with or without cars, displaying a marker.

**Train Approach Warning (RWP)** — A method of establishing On-Track safety by warning roadway workers of the approach of trains, engines, or other railroad equipment, in ample time for them to move to or remain in a place of safety.

**Train Clearance** — Current operating instructions, including temporary speed restrictions and other restrictive conditions, issued over the signature of the Dispatcher. Special instructions will identify line segments on which Dispatcher’s Bulletins will be used, as well as specific locations where originating trains must receive a copy.

**Watchman/Lookout (RWP)** — An employee who has been annually trained and qualified to provide warning to roadway workers of approaching trains or On-Track equipment.
Working Limits (RWP) — A segment of track with definite boundaries established in accordance with Rule 752, upon which trains, engines, or other railroad equipment may operate only as authorized by the roadway worker having control over that defined segment of track. Working limits may be established through “exclusive track occupancy” or “inaccessible track.”

Yard — A system of tracks other than main tracks or sidings used for making up trains and other purposes.

Yard Access Crossing — A private crossing at grade located within a rail yard that is open to unrestricted public access, or to persons other than railroad employees.

Yard Engine — An engine assigned to yard service.

Yard Limits — A portion of main track designated by Timetable. The limits are identified with “Yard Limit” signs.
GENERAL RULES

A. Required Books

Employees whose duties are prescribed by these rules must maintain and have accessible while on duty a current copy of the following:

1. The Safety and General Conduct Rules.

2. The Operating Rules and Timetable, if their duties are affected by them.

3. Rules for Equipment Operation and Handling, NS-1, if their duties are affected by them.


5. Remote Control Locomotive Operations, RCL-1, if their duties are affected by them.

Employees should ensure each publication is current. Instructions that are out of date should be disposed of properly. Current publications may be obtained from immediate supervision.

B. Rules, Bulletins, and Special Instructions

1. Employees must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, employees must apply to the proper authority for an explanation.

2. If bulletin instructions conflict with special instructions, the instructions bearing the later date will govern.

3. Employees performing service on another division must comply with the special instructions of that division. Employees performing service on a foreign railroad must comply with the rules and special instructions of that railroad.
C. Required Examinations

Employees must pass the required examinations.

1. Employees certified in accordance with Federal Regulations, who fail the required examination(s) will not be qualified to perform certified service until the employee achieves a passing score during a re-examination.

2. All other employees who fail the required examination(s) must be re-examined within 30 days. Employees who fail the second examination, or who fail to be re-examined within 30 days, will not be qualified to perform service.

D. Required Certification

Employees certified in accordance with Federal Regulations must have a current certificate in their possession while on duty, and must display that certificate upon request to:

1. A representative of the Federal Railroad Administration.

2. An officer of Norfolk Southern.

3. An officer of another railroad when on that railroad.

Employees must:

• Use the corrective device(s) as indicated on the certificate while performing duties requiring certification.

• Have their certificate in their possession regardless of the service being performed.

Lost, damaged, or destroyed certificates must be promptly reported to the proper authority.

E. Reporting Non-Compliance

Employees must assist in carrying out the rules and special instructions and must promptly report any non-compliance to the proper officer.

F. Reporting Unusual Occurrences

Accidents, defects in track, bridges, signals or highway crossing warning devices, fires on or near the right of way, or any unusual condition that may affect the safe and efficient operation of the railroad must be reported promptly to the proper authority by the quickest means of communication.
G. Drugs and Alcohol

An employee who reports for duty under the influence of alcohol or other intoxicant, cannabis in any form, an amphetamine, a narcotic drug, a hallucinogenic drug, any controlled substance (as defined by federal law), or a derivative or combination of any of these, or who uses any of the foregoing while on duty, will be dismissed. Possession of any of the foregoing while on duty, or possession, use, or being under the influence of any of the foregoing while on Company property or occupying facilities provided by the Company, is prohibited.

I. Protection Against Movements

Employees must expect the movement of trains, engines, or cars at any time, on any track, in either direction.

J. Working Safely

Employees must not do any work in a manner that will jeopardize their own safety or the safety of others. They must know that appliances, tools, supplies, and facilities used in performing their duties are in proper condition. If not, they must have them repaired or replaced before using them. It is the duty of every employee to examine them to determine their condition.

L. Care of Property

1. In case of danger to, loss of, or damage to railroad property by fire, theft, or other causes, employees must immediately notify the proper authority and join forces to protect the Company’s interest.

2. Unauthorized possession, removal, or disposal of any material from railroad property or property served by the railroad is prohibited.

3. All articles of value found on railroad property must be cared for and promptly reported to the proper authority.

M. Close Clearance

Some platforms, bridges, and other structures, switch stands, tunnels, and equipment on adjacent track will not clear a person on the top or side of a car or engine. Employees must become familiar with these and other close clearance locations and protect themselves from injury.
N. Reporting Employee Injuries and/or Illness

1. When any person is injured, emergency medical assistance must be called if needed.

2. Every accident resulting in injury, death or damage to property must be reported to the proper authority by the quickest communication available.

3. An employee who sustains a personal injury while on duty or on Company property or equipment must, before leaving Company premises, report it to his/her immediate supervisor and complete and sign a written report of the incident using the prescribed form. If the injury to the employee is of such a nature that the employee is unable to complete the written report, then the injured employee’s immediate supervisor will complete the form. The written report and facts of the incident will be promptly progressed through prescribed channels.

4. An employee who sustains an off-duty personal injury or illness adversely affecting his/her ability to perform his/her regularly assigned duties must inform his/her supervisor of the injury/illness before reporting for his/her next shift or tour of duty.

5. If an employee at any time obtains medical attention or marks off for an on-duty injury or occupational illness, he must promptly notify his/her supervisor.

O. Reporting Non-Employee Injuries and/or Accidents

1. When injuries or death to other than railroad employees and damage to property occurs, a written report on the prescribed form must be submitted promptly. The report must include the name and address of each injured person and describe the extent of injury. Names and addresses of all persons at the scene are required, whether or not they admit knowledge of the accident.

2. At a crossing accident, the Conductor or employee in charge must try to locate witnesses who can testify about engine whistle or bell signals and about the functioning of any crossing gates or flashing light signals. License tag numbers of vehicles observed near the crossing must also be reported.
P. Injuries — Tools, Equipment, and Appliances

When equipment, tools, or appliances are involved in any way in an injury or death, a report must be made promptly to the proper officer. The involved equipment must be marked or otherwise identified, set aside for full inspection if practicable, and released only on authority of the Casualty Claim Department. Cars, engines, and other rolling stock will be identified by initial and number.

All inspection reports must be forwarded promptly to the District Claim Agent.

R. Protecting Company Interests

1. Employees must not permit anyone but authorized persons to have access to information concerning shipments of freight, or furnish copies of railroad records or divulge any of the affairs of the railroad or of its patrons to unauthorized persons. A shipper or consignee may be furnished information concerning his/her shipments only.

2. Photography on Company property without proper authority is prohibited.

3. Anything affecting the interest of the Company must be reported to the proper authority.

S. Environmental Rules and Instructions

All employees must comply with environmental rules and instructions issued by Norfolk Southern and/or their employing departments, including:

1. Don’t dump, bury, or burn any waste. Properly dispose of all waste.


3. Report and manage all spills.

U. Reporting Medical Condition

Employees must notify the company medical officer of any condition not already on record with the company medical officer, which could impair their ability to perform their duties. This notification must be made immediately upon the employee receiving knowledge of the condition, and is not limited to those conditions discovered during required medical examinations.
GENERAL REGULATIONS

GR-1. Performing Duties Safely
   (a) All employees must follow instructions from proper authority, and must perform all duties efficiently and safely.
   (b) In case of doubt or uncertainty, the safe course must be taken.

GR-2. Gender
   All rules and instructions apply equally to men and women. All words of gender used in the rules and instructions mean both genders.

GR-3. Observing Rules
   Rules are subdivided and captioned for convenience. They must be observed when they relate in any way to the proper discharge of the duties of any employee.

GR-4. Terms for Crewmembers
   When applicable, the term “Conductor” includes road Conductor, yard Conductor, and yard foreman; and the term “trainman” includes Conductor, road brakeman, yard brakeman, yard helper, switchman, utility employee, and switch tender.
   When applicable, rules for “Engineers” govern hostlers, and rules for “trainmen” govern hostler helpers.

GR-5. Proper Rest
   An employee must not engage in any outside activity that interferes with proper rest or performance of railroad duties, or that is detrimental to or in competition with the Company. An employee must not, without permission, do work of a personal nature for anyone while on duty or on Company property.

GR-6. Reporting for Duty
   Employees must report for duty properly rested at the designated time and place. They must be alert and attentive and devote themselves exclusively to the Company’s service while on duty. They must not absent themselves from duty, exchange duties, or substitute others in their places without proper authority.
GR-7. Subject to Call

Employees subject to call for duty must be at their usual calling places or furnish information as to where they can be located.

GR-8. Hours of Service

Employees subject to the Hours of Service Act must give the proper office sufficient advance notice if it becomes apparent that the trip or tour of duty cannot be completed within the lawful period.

An employee called to report for service, who will not have legal rest at the indicated time to go on duty, must inform the caller before accepting the call.

GR-9. Observing Passing Trains

(a) All employees must, as far as practicable, observe passing trains for their entire length for defects such as brakes sticking, hot journal, broken or loose wheel, brake rigging down, load shifted, or other trouble. Inspection on both sides is required when two or more employees can safely position themselves in advance.

(b) Members of a train crew who are in position to do so must observe trackmen, crewmembers of other trains and other employees they pass, looking out for signals and in position to give and acknowledge signals.

(c) When radio communication is available, crewmembers on the head end must notify other crewmembers on the train whenever they observe employees along the track in position to inspect their passing train.

(d) If any defect is observed in a passing train, prompt action must be taken to notify its crew.

The following hand signals will be used:

1. For brakes sticking — By day, rub hands together; by night, swing lantern in small vertical circle at right angle to direction of train.

2. Stop signal for hot journal, wheel sliding, derailed or broken wheel, defective truck, dragging brake rigging, lading shifted over side or end of car, swinging box car door, or any other dangerous condition.
3. To give a STOP signal, move the hand, flag, lamp or fusee back and forth horizontally, at right angles to the track, until acknowledged by a short blast of the engine whistle or other response from the train crew.

(e) If a dangerous condition is observed in a passing train and its crew cannot be notified to stop by hand signal or radio, the Train Dispatcher/Control Operator must be notified as quickly as possible.

(f) If a train is moving when a hot journal or any other unsafe condition is detected, the train must be stopped and not moved until it is safe to do so.

(g) When trains pass each other or when a train passes a standing train, crewmembers will exchange information by radio as to the condition of the trains.

(h) Observing Train — Crewmembers must frequently observe both sides of their train for defects, especially in curves, and observe track and roadway structures for damage. If a dangerous condition is observed, the train must be promptly stopped, consistent with proper train handling, and inspected.

GR-10. Operations Bulletins

(a) Operations Bulletins will be issued by the Division Superintendent and numbered consecutively on each division, beginning with No. 1 on or after January 1 each year, and will expire at 11:59 PM December 31 unless specified to expire sooner.

(b) Contents of expiring bulletins may, if necessary, be consolidated and reissued as a new bulletin of the succeeding year.

(c) Employees, before commencing a trip or tour of duty, must read all Operations Bulletins applicable to their assignment that were posted since they last worked.

GR-11. Occupying Roofs of Freight Cars

Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy roof of a freight car or caboose may do so only when equipment is standing.

NOTE: Mechanical Department employees may occupy the roof of a freight car or caboose if approved fall protection is used.
GR-13. Prohibited Acts

Employees must not:

(a) Ride on close-clearance side, between, or on leading end of equipment moving adjacent to platform, building, or close-clearance structure. They must not stand between moving equipment and adjacent platform, building, or close-clearance structure.

(b) Mount or ride the end footboard of a moving engine.

(c) Sit, stand, or step on handrails, brake wheels, cut levers, couplers, sliding center sills or trucks.

NOTE: Employees loading, unloading, or repairing cars may, if necessary, stand on couplers or trucks when equipment is protected by blue signal. Stepping on a coupler and/or cut lever while crossing standing cars protected by blue signal is prohibited.

(d) Ride in or place arms or legs in cars with lading that may shift, except when necessary to load or unload material in cars moving no faster than 5 MPH.

(e) Ride the end of a car if a shift of lading on adjacent car can cause injury.

(f) Ride or walk on tank car running board near dome when movement may cause contents to splash.

(g) Ride in the sill step of a moving car unless equipped with a horizontal grab iron at least waist high, or 2 vertical grab irons, so located that the employee can stand upright on the step.

(h) Adjust coupler or knuckle with foot.

(i) Operate hand brake with foot.

(j) Step on rails, guard rails, switches or frogs.

(k) Attempt to move cars with pushpole or similar device between cars or between engine and car.

(l) Cross over between coupled cars unless duties require, then must maintain secure handhold and use a sill (end) platform if possible.

(m) Mount or dismount locomotives or cars unless facing the equipment and maintaining secure handhold.
**n** Attempt to mount or dismount Triple Crown Service Road-Railer® trailers account this equipment is not equipped with the safety appliances shown below:

- Hand Brake
- End Platforms
- Sill Steps
- End Ladder
- Side Handholds
- End Handholds
- Horizontal End-Platform Handholds
- Uncoupling Levers

Employees must take special precautions when handling.

**o** Lean out of windows or from walkways of locomotives when approaching or passing bridge structures that extend above track.

**p** When riding loaded TOFC or COFC equipment, place any portion of their body in pinch points between:

1. Raised bridge plates and equipment loaded on TOFC cars.
2. Containers and chassis of highway vehicles loaded on TOFC cars.
3. Containers and the container mounting device on COFC cars.

**NOTE:** A “pinch point” is any point at which it is possible to be caught between the moving parts of equipment, or between moving and stationary parts of equipment, or between the material being worked and the moving parts of equipment.

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**GR-14. Fouling Equipment**

(a) Employees must not stand on track in front of closely approaching equipment, or step between coupled moving cars or locomotives, for any reason. They must not step between or immediately in front of standing cars or locomotives unless necessary in the performance of duty, and then only after arranging for protection against the equipment being coupled to or moved.

Never make adjustments to moving equipment.
(b) Going Between Equipment

1. Employees must not go between standing separated cars or locomotives for any reason unless the equipment is separated by at least 50 feet. **EXCEPTION:** Special Instructions will govern when an approved coupler alignment device is being used.

2. When adjusting coupler or knuckle, employees must stand to one side with feet clear of falling knuckle.

(c) Crossing or Fouling Tracks

1. Employees must not cross or foul tracks between standing separated cars or locomotives unless the equipment is separated by at least 50 feet and the employee maintains at least 10 feet of separation between themselves and the nearest equipment.

2. Employees must not cross or foul tracks around the end of standing cars or locomotives unless the employee maintains at least 10 feet of separation between themselves and the equipment.

3. Employees must expect sudden movement by cushion underframe draft gear when crossing or fouling tracks around or between standing equipment.

(d) Establishing 3-Step Protection

If a locomotive is coupled to standing equipment or is on the same track in a position to couple to the equipment, an employee must communicate with the Engineer and establish “3-Step Protection” before fouling the equipment for the purpose of inspecting, making adjustments, repairing or operating appliances.

The employee must take the following precautions before fouling the equipment:

1. Verbally request “3-Step Protection” from the Engineer. To communicate that protection is required or that protection has been provided, positive identification must be established between the Engineer and each individual who requests protection. When using the radio to request or grant “3-Step Protection”, employees must designate their occupation, job symbol, and engine number. “3-Step Protection” is not required if blue signal protection is established.

2. When protection is requested, the Engineer must take three actions called “3-Step Protection”. 
a. Fully apply the independent brake; and when air is coupled and cut in, make a brake pipe reduction to sufficiently hold the equipment.

NOTE: When necessary to foul equipment to determine air pressure for the performance of air brake inspections and to perform emergency air brake repairs that require the train brakes to be released, a brake pipe reduction will not be required. Employees must allow slack to adjust before fouling equipment.

b. Place the reverser lever in neutral position.

c. Open the generator field switch.

3. The Engineer must acknowledge to each requesting employee that “3-Step Protection” is established. The Engineer must maintain “3-Step Protection” until notified by each requesting employee that the protection is no longer required. If the Engineer who is providing “3-Step Protection” must leave the operating compartment of the locomotive unattended prior to the employees relinquishing their protection, the Engineer must contact each employee and require that they position themselves in the clear of the equipment.

4. Remote Control Operations

The operator in control of the locomotive must set the speed to stop, place the directional control in neutral, and apply the locomotive and automatic brakes. These settings must be maintained until notified by the employee(s) requesting “3-Step Protection” that the protection is no longer required.

GR-15. Riding Side of Equipment

(a) Employees riding on the side of moving equipment must maintain lookout in the direction of movement and must frequently look back.

(b) Employees must not ride a car over 60 feet long through a turnout or crossover, on the side next to equipment on an adjacent track.

GR-16. Closing Angle Cocks

Employees must close both angle cocks before uncoupling air hoses by hand. When opening angle cock where air hose is already uncoupled, lower end of hose must be held firmly.
GR-17. Property Cleanliness

(a) Employees must keep premises subject to their control neat and clean. Buildings, facilities and equipment must not be defaced.

(b) Only authorized material may be posted.

GR-19. Fire Hazards

(a) Employees must exercise care to prevent loss by fires. Frequent inspections must be made of the premises, and fire hazards found must be promptly corrected or reported to the proper officer.

(b) Except for lighted fusees, no burning material should be dropped or thrown from moving trains, engines, or other equipment.

GR-20. Hazardous Materials

Employees whose duties require the handling of cars, waybills or shipping instructions for cars containing or last containing hazardous materials, must familiarize themselves with and be governed by the Hazardous Materials Rules, HM-1, and other instructions regarding the switching and position in trains of these cars.

Yardmaster or other designated employee must give notice to train crews of hazardous materials placed in their train as required by special instructions.

GR-21. Riding Locomotives and Freight Trains

(a) No more than 2 persons, other than duly assigned train and engine service employees, designated trainees, and required steam locomotive personnel in connection with the operation of steam locomotives, may ride on the controlling locomotive.

(b) Those 2 persons, not duly assigned, may be as follows: (1) Government representatives with proper identification and credentials, (2) Transportation, Mechanical and Engineering Department personnel, (3) AMTRAK and commuter passenger service supervisory personnel (in connection with train operations by those agencies), in the performance of their duties, or (4) a designated rider on Steam Locomotives as approved by the Sr. General Foreman Steam or DRFE/RFE riding the locomotive.

(c) Persons, other than those listed in (a) and (b), must have written authority from the Executive Vice President Operations, and must be accompanied by a division qualified transportation officer.
GR-22. Track Scales

Where track scales have dead rails:

(a) Engines must not be operated over live rails.

(b) Cars must not be moved over live rails except when weighing operations are being performed.

GR-23. Company Property

Employees must exercise care and economy in the use of railroad property, and when leaving the service, or upon demand by proper authority, must return in good order all property assigned them or entrusted to their care.

Switch and signal keys will be issued only to employees whose duties require their use and they are to be used by employees only in the performance of those duties. An employee issued a switch or signal key must sign a receipt for it. This receipt, which will include the serial number of the key issued, will be retained on the employee’s personal record. If a switch or signal key is lost, the fact must be reported to the appropriate Division or Terminal officer.

Employees must not in any way alter switch or signal keys.

GR-24. Control Stations

No one may enter enclosures of Control Stations except those on duty there, officers, repairmen discharging duties, and Yardmasters at their own stations.

GR-25. Reporting Train Location

A Conductor or Engineer who is asked his/her train’s location must furnish this information promptly.

GR-26. Attention to Duty

While on duty:

(a) Undivided attention to duty is required. Employees must not engage in any activity that will:

• Jeopardize their personal safety or the safety of others
• Interfere with or distract their attention from their work
• Circumvent the requirements of the rules or special instructions
(b) Use of a cell phone, PDA, or similar device while driving a motor vehicle is prohibited unless being used for voice communication in “hands-free” mode.

(c) Sleeping is prohibited. An employee lying down or in a slouched position with eyes closed or with eyes covered or concealed will be considered sleeping.

GR-27. Personal Electronic Devices

(a) Personal electronic devices, including earpieces, must be turned off and stored out of sight:

1. When on a moving train or engine.
2. By all Train and Engine Service employees:
   • when any crewmember is on the ground, or on rail equipment
   • when any other employee is assisting with preparation or repairs to their train
3. When in the foul of the track, or within 4 feet of the nearest rail.
4. When operating On-Track equipment on the rail.
5. Within the Division Dispatch Centers and Operator’s offices.

(b) Train and Engine Service employees, including Hostlers, are prohibited from using a personal electronic device for any function other than voice communication while on duty.

(c) No individual in the cab of a controlling locomotive may use a personal electronic device unless such usage will not interfere with any crewmember’s performance of safety related duties.

(d) EXCEPTIONS

1. Employees may use:
   • a personal electronic device to respond to an emergency involving the operation of the railroad or encountered while performing duty for the railroad
   • a medical device consistent with the railroad’s standards for fitness for duty
   • a digital watch whose only purpose is as a timepiece
2. Mechanical Department employees working within the confines of a shop facility will be governed by departmental instructions.

Minimal incidental use of a personal electronic device is permissible outside those areas covered by GR-26, GR-27 or GR-28 only when its usage does not interfere with any crewmember’s performance of safety related duties.

GR-28. Railroad-Supplied Electronic Devices

(a) Railroad-supplied electronic devices may only be used for authorized business purposes, and only when such usage does not interfere with any crewmember’s performance of safety related duties.

No individual located in the cab of a controlling locomotive may use a railroad-supplied electronic device unless a safety briefing is held with all crewmembers and it is determined such usage will not interfere with any safety related duties.

Crewmembers may use a railroad-supplied electronic device to refer to a rule, timetable, or special instruction, or to send or receive work related information with customers or other railroad employees as necessary in the performance of duties.

(b) Railroad-supplied cell phones must be turned off, and earpieces removed:

1. When on a moving train or engine.
2. When operating On-Track equipment on the rail.
3. When in the foul of the track, or within 4 feet of the nearest rail.

(c) Engineers, Remote Control Operators (RCO’s), and Train and Engine Service employees in deadhead status located in the cab of the controlling locomotive must have railroad-supplied electronic devices turned off with earpieces removed:

1. When on a moving train or engine.
2. When any crewmember is on the ground, or on rail equipment.
3. When any other employee is assisting with preparation or repairs to their train.

(d) Crewmembers are prohibited from using railroad-supplied
electronic devices while on duty outside the cab of the locomotive unless:

1. The employee is not fouling a track, or in any case is not within 4 feet of the nearest rail, and

2. All crewmembers have been briefed and agree it is safe to use the device.

(e) PASSENGER OR BUSINESS CAR

Employees may use railroad-supplied electronic devices while riding as a passenger within a passenger car, test car, or hi-rail vehicle. Such authorization does not relieve the crewmember from calling signals, inspecting passing trains, or performing any other safety-sensitive duties as required by the rules or special instructions.

(f) EXCEPTION

1. Employees may use a railroad-supplied electronic device to respond to an emergency involving the operating of the railroad or encountered while performing a duty for the railroad.

2. The above restrictions do not apply to the use of railroad radios, electronic control system displays in the locomotive cab, or remote-controlled transmitters used to operate a train, conduct switching operations, or control switches.

3. Mechanical Department employees working within the confines of a shop facility will be governed by departmental instructions.

GR-29. Suitable Clothing

Employees must wear suitable clothing and footwear to perform their duties safely. Hair must be worn so as not to present a safety hazard. When engaged in railroad activities, employees must not wear articles of adornment that would cause a safety hazard.

GR-30. Tampering and Unauthorized Devices

(a) Unless properly authorized, employees are prohibited from restricting or interfering with the normal intended function of any device or equipment on locomotives, cars, or other railroad property except in case of emergency, in which case report must be made to the proper authority.
(b) The use of unauthorized devices is prohibited.

(c) Federal Railroad Administration regulations prohibit tampering with safety devices on trains. The rules establish standards of conduct for railroads and individuals who operate or permit to be operated locomotives with willfully disabled safety devices.

(d) Safety device means equipment that is used either to assure that the locomotive Operator is alert, not physically incapacitated, aware of and complying with the indications of a signal system or other operational control system or to record data concerning the operation of that locomotive or the train it is powering. Any individual who willfully disables such a device is subject to civil penalty and to disqualification from performing safety-sensitive functions on a railroad.

(e) An individual who operates or permits a train to be operated when he knows that the controlling locomotive of that train is equipped with a safety device that has been willfully disabled is subject to a civil penalty and disqualification.

(f) Disabled is defined to mean “to unlawfully render a device incapable of proper and effective action or to materially impair the functioning of that device.”

GR-31. Restricted Equipment

(a) Train and yard crews must not move cars:
   • determined unsafe for movement
   • loaded over capacity
   • beyond designated height and weight limits
   • with lading improperly distributed or secured

(b) Proper authority must be notified of any of these conditions.

(c) Cars or other equipment that would restrict the movement must not be placed in a train except as authorized. Conductor and Engineer of the train must be informed of restricted equipment.

GR-35. Filling Out Forms in Advance

Track Authority Form, and any similar form, must not be filled out in advance of receiving information from the Train Dispatcher/Control Operator. Once in effect, these forms must not be altered except as provided for by the rules.
GR-36. **Switch or Derail Tags**

When a switch or derail has been tagged out of service and secured with an effective securing device for the protection of roadway workers, the tag and/or securing device must not be removed except by direction of the person in charge of the workers being protected.

GR-37. **RWIC Working Limits**

When Exclusive Track Occupancy has been provided for a roadway worker in charge, trains, engines, and other railroad equipment will not jointly occupy the same or overlapping limits except as prescribed by rule and when authorized by the roadway worker having control of the limits. Such authorization may be direct, or it may be relayed. Movement of trains, engines, and other railroad equipment will be under the direction of the roadway worker having control of the limits, and will be made at Restricted Speed. The foregoing does not apply when working limits have been subdivided by the Train Dispatcher/Control Operator or Control Station as prescribed by Rule 753(b), or when they are established behind a train authorized to move in one direction only.

GR-38. **Job Safety Briefings**

(a) A Job Safety Briefing is communication between a group or by an individual (if on an independent assignment) to review:

1. Work to be performed.
2. Potential exposures.
3. Necessary safeguards for the task to be performed.
4. Applicable rules and procedures.
5. Tools, equipment, and materials needed.
6. Weather conditions.
7. Job location or work area.
8. Work assignments — group or individual.

(b) Participation and involvement in Job Safety Briefings are required and must be done:

1. At the beginning of each job.
2. When the work changes.
3. When the work becomes confusing or new tasks are started.

4. When a rule violation is observed.

(c) The person conducting the Job Safety Briefing must confirm that everyone involved understands all the instructions.

GR-39. **Switch Position Awareness: Hand-Throw Main Track Switches in Non-Signaled Territory**

(a) **Train Crew Communication**

Each time a crewmember changes the position of a hand-throw main track switch in non-signaled territory, the crewmember must communicate with the Engineer, while physically at the switch stating the:

- switch name and location
- position of the switch (Normal or Reverse)

The Engineer must acknowledge the information before making movement.

(b) **Switch Position Confirmation**

Before a train or engine crew leaves the location where any hand-throw switch in non-signaled territory was operated, all crewmembers shall have verbal communication to confirm the position of the switch.

If this information is not provided, the Engineer must request and receive confirmation of the switch position before departing the switch location.

(c) **Position of Main Track Switches in Non-Signaled Territory**

Employees operating hand-throw main track switches in non-signaled territory are individually responsible for the proper operation of the switches and must visually ensure that:

- switches are properly lined for the intended route
- switch points fit properly
- switches are locked, hooked or latched if so equipped
- switch target, if equipped, corresponds with the switch position
(d) Releasing Main Track Authority Limits

(1) When reporting “clear” of Track Authority limits in non-signaled territory and hand-throw main track switch(es) has been operated, the employee who is reporting “clear” must advise the Train Dispatcher/Control Operator that all main track switches operated have been restored and secured to their normal position.

(2) Before releasing authority limits in non-signaled territory where a hand-throw main track switch is used to clear the main track, and prior to departing the switch location:

- employees must report to the Train Dispatcher/Control Operator that the main track switch has been restored to its normal position and locked, unless directed by the Train Dispatcher/Control Operator to leave the switch in the reverse position and protection has been provided

(3) The Train Dispatcher/Control Operator must:

- repeat the information and ask the employee if the information is correct
- receive confirmation from the employee reporting “clear” that the information is correct
- not consider the Track Authority limits “clear” until this information is received from the reporting employee

(4) Roadway Workers jointly occupying working limits under the authority of a Roadway Worker in Charge (RWIC) must report the position of any switches operated to the RWIC when reporting clear of the working limits.
STANDARD TIME

1. Standard Time

Standard time may be obtained from the Control Station. Standard time zones are shown in the Timetable.

2. Watch Requirement

When reporting for duty and while on duty, employees must have a reliable watch adjusted to the correct time. The watch must:

   (a) Be in good working condition.
   (b) Display hours, minutes, and seconds.
   (c) Display hours in Arabic numbers (1, 2, 3, etc.).

TIMETABLES

4. Notification

Each Timetable, from the moment it takes effect, supersedes the preceding Timetable.

Notification of a new Timetable must be issued by Operations Bulletin at least 3 days before the effective date of the Timetable.

Stations, Controlled Points, and Interlockings are indicated in boldface type.

SIGNALING

7. Equipment

The following signals will be used by employees:

   (a) Day Signals: A red flag and fusees.
   (b) Night Signals: A white light and fusees.

Signaling equipment must be kept in the operating compartment of locomotives and in cabooses available for immediate use.
8. Care and Use

(a) Employees whose duties may require them to give signals must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

(b) Signals must be used in accordance with the rules. Employees must maintain a constant lookout for signals affecting their movement.

11. Fusees

(a) A train or engine finding a burning fusee unattended on or near its track must immediately reduce to Restricted Speed and proceed at that speed for 1 mile.

(b) An unattended burning fusee beyond the nearest rail of an adjacent track will not apply to the track on which train or engine is moving.

12. Hand Signals

Hand signals include signals given with a flag, white light, or fusee.

<table>
<thead>
<tr>
<th>Manner of Using</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Swung horizontally at right angle to the track.</td>
<td>Stop</td>
</tr>
<tr>
<td>(b) Slight horizontal movement at arm’s length.</td>
<td>Reduce speed</td>
</tr>
<tr>
<td>(c) Raised and lowered vertically.</td>
<td>Proceed</td>
</tr>
<tr>
<td>(d) Swung vertically in a circle at right angle to the track.</td>
<td>Back</td>
</tr>
<tr>
<td>(e) Swung horizontally above the head.</td>
<td>Apply air brakes</td>
</tr>
<tr>
<td>(f) Held at arm’s length above the head.</td>
<td>Release air brakes</td>
</tr>
<tr>
<td>(g) Any object waved violently by anyone on or near the track.</td>
<td>Stop</td>
</tr>
</tbody>
</table>
13. Giving and Receiving Hand Signals

Hand signals must be given from a place where they may be plainly seen and in such a way that they cannot be misunderstood. Movement must be stopped if:

(a) There is doubt concerning the meaning of a signal.
(b) There is doubt for whom the signal is intended.
(c) There is an unexpected disappearance from view of:
   1. The employee giving signals.
   2. The light by which signals are given.

14. Locomotive Horn Signals

The Engineer is responsible for properly sounding locomotive horn signals required by rule or law.

Unnecessary use of the horn is prohibited.

When employees are working on or near the track, Engineers must sound signal 14(p) when approaching or passing.

NOTE: The signals prescribed are illustrated by “O” for a short sound “—” for longer sounds. The sound of the horn should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

<table>
<thead>
<tr>
<th>Sound</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) O</td>
<td>When running, acknowledges a hand signal to stop. When standing, acknowledges a signal to apply brakes.</td>
</tr>
<tr>
<td>(b) — —</td>
<td>Release brakes. Proceed.</td>
</tr>
<tr>
<td>(c)</td>
<td>Intentionally left blank.</td>
</tr>
<tr>
<td>(d)</td>
<td>Intentionally left blank.</td>
</tr>
<tr>
<td>(e)</td>
<td>Intentionally left blank.</td>
</tr>
<tr>
<td>(g) O O</td>
<td>Answer to any signal not otherwise provided for.</td>
</tr>
<tr>
<td>(h) O O O</td>
<td>Back. Answer to 12(d).</td>
</tr>
<tr>
<td>(j) O O O O</td>
<td>Call for signals.</td>
</tr>
</tbody>
</table>
1. Approaching public highway-rail grade crossing with the engine in front, start whistle signal at least 15 seconds but not more than 20 seconds before occupying the crossing. The signal must be prolonged or repeated until the engine occupies the crossing.

2. Trains and engines exceeding 45 MPH must begin the signal at or about the whistle post but not more than one-fourth (1/4) mile from the public grade crossing.

3. When a train or engine is approaching a public grade crossing and is delayed, the movement will not occupy the crossing until whistle signal is complied with.

4. When a train or engine is approaching a tunnel(s).

**EXCEPTION:** When a train or engine is stopped at a location where the lead engine could occupy a public highway-rail grade crossing in less than 15 seconds, the whistle signal may be sounded for less than 15 seconds provided:

a. The public highway grade crossing is not obstructed.

b. The public highway grade crossing is equipped with:
   
   (1) Automatic warning lights that have been activated for at least 20 seconds.
   
   (2) Gates that have been fully lowered for at least 5 seconds.

c. No conflicting highway movements are approaching the public highway-rail grade crossing.

(m) ——— Approaching passenger stations and drawbridges.

(n) —— O Approaching and passing standing trains.

(o) O — Inspect train line for leaks or for brakes sticking.

(p) Succession of short blasts Alarm for employees, roadway workers, other persons, or animals on or near the track.
When running against the current of traffic:

1. Approaching stations, curves, or other points where view may be obscured and as an advance warning to employees.

2. Approaching and passing trains.

15. Engine Bell

The engine bell must be rung when an engine is about to move, except after momentary stops in continuous switch movements. It must also be rung while approaching and passing public crossings at grade, employees or other persons on or near the track, trains standing on adjacent tracks, stations, and when passing through tunnels. Unnecessary use of the bell is prohibited.

16. Locomotive Horn Failure

Anytime the horn on the lead locomotive fails en route, the Train Dispatcher/Control Operator and LCDI desk in Atlanta must be immediately notified.

The movement may proceed at authorized speed, stopping before fouling any road crossing where sounding the whistle is required by rule or special instruction. A crewmember must be on the ground at the crossing to warn traffic until the leading end of the movement has occupied the crossing.

These actions are not required if:

1. Crossing gates, if equipped, are in the fully lowered position, or
2. No traffic is approaching or stopped at the crossing, or
3. A qualified employee, other than a crewmember, with the ability to communicate with trains is stationed at the crossing to warn traffic.

HEADLIGHTS AND AUXILIARY LIGHTS

17. Locomotive Headlights

(a) The headlight facing the direction of movement on every train and engine must be displayed brightly by day and night.

The headlight must be dimmed:

1. While standing or passing through yards where other engines are working.
2. When approaching terminals.

3. When standing or when approaching another train operating in the opposite direction in multiple track territory.

**EXCEPTION:** When approaching or passing over public crossings at grade, the headlight must not be dimmed.

(b) Engines in yard service must display the headlight to the front and rear, by day and by night. The headlight on the end coupled to cars may be extinguished.

(c) If all headlight bulbs fail en route, the Engineer must take the following actions:

1. Notify the Train Dispatcher/Control Operator as soon as practical.
2. Ring the bell continuously.
3. Sound the engine horn frequently.
4. Approach all public crossings at grade prepared to stop. Train may proceed over crossing not exceeding 20 MPH. Speed applies to head end only.
5. Reduce speed at other locations when required by the prevailing conditions, not exceeding 50 MPH at night.

**EXCEPTION:** These restrictions do not apply when the train has operable auxiliary lights.

### 18. Auxiliary Lights

(a) The leading end of leading locomotives that operate over public crossings at grade at speeds greater than 20 MPH must be equipped with auxiliary lights. Auxiliary lights consist of:

1. Two ditch lights (auxiliary lights on steady).
2. Two crossing lights (auxiliary lights alternately flashing).
3. One oscillating light (auxiliary light that moves in a circular or figure 8 pattern).

(b) Auxiliary lights are considered operative when they illuminate after the engine horn and/or bell is sounded or the auxiliary light switch is activated.

(c) Auxiliary lights must be operational before the engine leaves its initial terminal, and must be displayed when the locomotive is approaching and operating over public crossings at grade.
(d) If one of a pair of auxiliary lights fails en route, the train may continue at Authorized Speed, but the defective auxiliary light must be repaired no later than the next calendar day inspection.

(e) If all auxiliary lights fail en route, the train must not exceed 20 MPH while the leading end of the train is operating over public crossing at grade, and the auxiliary light(s) must be repaired at the next forward repair point.

(f) Auxiliary lights must be turned off when an employee is to mount the leading end of the locomotive.

(g) The Engineer may turn off the auxiliary lights when operating in fog or falling snow and vision is impaired by reflection of the auxiliary lights.

MARKERS

19. Requirements; Markers

(a) Each train occupying or operating on a main track outside yard limits will display a marker on the rear to indicate the end of the train.

(b) Continuous or flashing electric marker will be lighted from 1 hour before sunset until 1 hour after sunrise, and during all other hours when weather conditions restrict visibility to less than half a mile.

(c) A red reflectorized disc or a red flag will be displayed at the rear of a train as the marker when:

1. Electric marker is not required to be lighted.
2. Rear car is a bad order that can be handled only on rear for movement to nearest repair point.
3. A portion of the train is disabled and a portable electric marker is not available for display on the rear of the remaining portion for movement to the next terminal.
4. Electric marker becomes inoperative en route, but red reflectorized disc or red flag may be displayed in lieu of lighted electric marker only to the next forward point where the electric marker can be repaired or replaced.
5. If a rear electric marker fails en route, the crew must promptly notify the Train Dispatcher/Control Operator.

(d) When a lighted marker is required it must be examined and in operating condition at initial terminal and at each crew change, and
the Engineer must be given the result of this check. The examination will be conducted visually, or by radio telemetry from the locomotive cab. A marker that is not functioning must be reported promptly to the proper authority.

(e) When a light engine moves as a train or an engine is on rear of a train, the rear headlight must be illuminated on low beam as a marker.

BLUE SIGNAL PROTECTION

26. Requirements; Blue Signal Protection

(a) Display of Blue Signals

Blue signals displayed by workmen assigned to inspect, test, repair or service railroad cars and engines indicate that workmen are on, under or between such equipment, and these signals may be removed only by the same craft or group that placed them.

1. Cars or engines must not pass beyond the point on a track where a blue signal is displayed.

2. Other equipment must not be placed on the same track so as to block or reduce view of the blue signals, except when a derail equipped with blue signal and locked in derailing position by mechanical forces is used to divide a track into separate work areas.

3. If emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine and blue signal is not available, workmen must notify the Operator controlling the movement, who must protect employees making the repairs.

(b) Protecting Equipment

Yard and train crews must not permit equipment to enter a track at a switch where a blue signal is displayed, and must not couple to or move cars, engines, or engines attached to cars, protected by blue signals.

(c) Controlling Unit

Engine service employees must not move an engine that has a blue signal attached to the controlling unit. When a blue signal is displayed on the brake valve of the controlling unit, the air brakes must not be applied or released.
(d) **Speed on Engine Service Tracks**

Speed limit of 5 MPH must be observed on engine servicing tracks and on car shop repair tracks.

(e) **Entering an Engine Service Track**

Employees must not move an engine into an engine servicing track until blue signal has been removed from the entrance switch, and the entering engine must stop before coupling.

(f) **Moving Units on Engine Service Track**

Employees must not move an engine from an engine servicing track until blue signals have been removed from the controlling unit and from the departure switch.

(g) **Authority to Move Units on Engine Service Track**

Employees must not move an engine on an engine servicing track without authority of the person in charge of the mechanical force there, and then only after workmen on that track have been notified of the intended movement and blue signal has been removed from the controlling unit of the engine to be repositioned.

(h) **Remotely Controlled Switch**

Before cars or engines are inspected, tested, repaired or serviced on a track that can be entered at a remotely-controlled switch, the Train Dispatcher/Control Operator must line the switch against movement to track(s) where the work will be done, apply protective blocking to the control machine, and maintain this protection until notified by the person in charge of the workmen that it may safely be removed. The Train Dispatcher/Control Operator must keep written record of:

1. Date, time, name and craft of person requesting switch protection.

2. Identification of track(s) protected.

3. Date, time, name, and craft of person authorizing removal of the protection. These records must be maintained for 15 days.

(i) **Industry Tracks**

Cars or engines must not pass beyond the point on a track where the industry has displayed a blue signal, and must not couple to nor move equipment protected by a blue signal. Such a signal may be removed only by industry personnel.
(j) Protection Required in Connection with End-Of-Train Devices or Markers

1. Blue signal protection is required when an employee, other than a train crewmember, performs the following:
   
a. Installs, repairs, or removes an End-Of-Train Device or a portable electric marker.

b. Examines an End-Of-Train Device or a portable electric marker, on non-main track, to determine that the marker is in operating condition at an initial terminal or crew change point.

c. Fouls a track to operate the emergency reset function on an End-Of-Train Device. **EXCEPTION:** Blue signal protection is not required when a brake stick or similar device is used to operate the emergency reset function. The employee must not foul the track or break the plane of the track with any body part.

2. Blue signal protection is not required for any employee to examine an End-Of-Train Device or a portable electric marker on a main track to determine that the marker is in operating condition. **NOTE:** The examiner must personally contact the employee at the locomotive controls for assurance that the train will not move until the marker examination is complete.

(k) Utility Employees

The following instructions prescribe protection required for utility employees whose activities require working on, under, or between rolling equipment (as defined in Safety Rule 1300) and subject them to the danger of personal injury posed by any movement of such equipment:

1. A utility employee shall perform service as a member of only 1 train or yard crew at any given time. Service with more than 1 crew may be sequential, but not concurrent. No more than 3 utility employees may be attached to 1 train or yard crew at any given time.

2. A utility employee may be assigned to and serve as member of a train or yard crew without Blue Signal Protection only under the following conditions:
a. The train or yard crew is assigned a controlling locomotive that is under the actual control of the assigned Engineer or Remote Control Operator.

b. The Engineer is in the cab of the controlling locomotive, or while the locomotive is stationary, is replaced by another member of the same crew, or the Remote Control Operator has control of the locomotive.

c. The utility employee established communication with the crew by contacting the ranking crewmember on arriving at the train or yard crew and before commencing any duties with the crew.

d. Before each utility employee commences duties, the ranking crewmember shall provide notice to each crewmember of the presence and identity of the utility employee. Once all crewmembers have acknowledged this notice, the ranking crewmember shall advise the utility employee that he/she is authorized to work as part of the crew. Thereafter, communications shall be maintained in such a manner that each member of the crew understands the duties to be performed and whether any of those duties will cause any crewmember to go on, under, or between rolling equipment.

3. The utility employee is performing one or more of the following functions:

a. Set or release hand brakes.

b. Couple or uncouple air hoses and other electrical or mechanical connections.

c. Prepare rail cars for coupling.

d. Set wheel blocks or wheel chains.

e. Conduct air brake tests to include cutting air brake components in or out and position retaining valves.

f. Inspect, test, install, remove or replace a rear end marking device or End-Of-Train Device.

In all other circumstances a utility employee working on, under, or between rolling equipment must be protected by blue signal.
4. When the utility employee has ceased all work in connection with the train or yard crew and is no longer on, under, or between the equipment; the utility employee shall notify the ranking crewmember. The ranking crewmember shall provide notice to each crewmember that the utility employee is being released from the crew. Once each crewmember has acknowledged the notice, the ranking crewmember shall then notify the utility employee that he/she is released from the train or yard crew.

5. Communications required by Paragraphs 2(c) and 4 shall be conducted between the utility employee and the ranking crewmember either through direct verbal contact or by radio.

PROTECTION OF EMPLOYEES IN BOWL TRACKS

27. Protection in Bowl (Classification) Tracks

Before train or engine service employees adjust couplers or couple air hoses between equipment on a bowl (classification) track in an automated hump yard, they must know that the switch providing access from the hump has been lined against movement to that track and the control lever for that switch has been blocked. This protection must not be removed until authorized by the person who asked for it.

PROTECTION OF OCCUPIED CAMP CARS

28. Protection; Occupied Camp Cars

This rule prescribes the procedures for the protection of railroad employees when they are in, around, or in the vicinity of camp cars parked for the purpose of housing them. This rule does not apply to camp cars while the cars are in a train.

(a) Restrictions

Once an Occupied Camp Car Signal has been displayed, the following restrictions apply:

1. The camp cars must not be coupled to or moved.

2. Equipment must not be placed on the same track in a manner that reduces or blocks the view of the signal.
3. Equipment must not pass the signal.
4. Only a designated occupant of the camp cars or his/her immediate supervisor may remove the signal.

(b) Responsibilities of Camp Car Occupant/Supervisor

1. Other than a main track

When camp cars are parked on a track for the purpose of housing railroad employees, a designated occupant of the camp cars or his/her immediate supervisor must take the following actions as soon as the engine has been detached from the cars:

a. Notify the employee in charge of the track on which the camp cars are parked.

b. Line each hand-operated switch providing access to the track against movement to the track; spike and lock each switch with an effective locking device.

EXCEPTI0N: A derail locked in derailing position with an effective locking device may substitute for the hand-operated switch requirement. The derail must be positioned no less than 150 feet from the end of the camp cars where maximum authorized speed is greater than 5 MPH, and no less than 50 feet from the camp cars where maximum authorized speed is not more than 5 MPH.

c. Request and receive protection from the employee controlling any remotely controlled switches that provide access to the track.

d. Display an Occupied Camp Car Signal at each of the switch and/or derail locations mentioned above.

2. On a main track

a. Notify the employee in charge of the track on which the camp cars are parked.

b. Position a derail locked in the derailing position with an effective locking device no less than 150 feet from the end of the camp cars.

c. Line each hand-operated switch providing access to the track against movement to the track; spike and lock each switch with an effective locking device.
d. Request and receive protection from the employee controlling any remotely controlled switches that provide access to the track.

e. Display an Occupied Camp Car Signal at each of the switch and/or derail locations mentioned above.

(c) When Camp Cars are to be Moved

1. Notify camp car occupants.

2. Remove spikes, locks, derails, and Occupied Camp Car Signals.

3. Notify the employee in charge of the track.

4. Notify the employee controlling the remotely controlled switches providing access to the track.

5. Camp cars must not be humped or flat yard switched with motive power detached.

(d) Responsibilities of Employee Controlling Remotely Controlled Switches

1. When requested to provide protection, the employee controlling remotely controlled switches providing access to the track where camp cars are parked must line the switches against movement to the track and apply blocking devices. The employee must not remove the blocking devices until the person in charge of the camp car occupants advises him/her that protection is no longer required. The employee controlling the switches must record:
   - time
   - date
   - track
   - craft
   - employee name(s)

Protection must be maintained until the track is reported unoccupied and released. This record must be maintained for 15 days following the date of removal.
80. Responsibilities; Movement of Trains and Engines

(a) Crewmembers must comply with the indication of each signal that affects the movement.

(b) Crewmembers located in the operating compartment must occupy a window seat when available, and must maintain a vigilant lookout for signals and conditions along the track that affect the movement. Crewmembers located in the operating compartment who cannot avail themselves of a window seat must maintain a vigilant lookout for signals and conditions along the track, within their view, that affect the movement.

(c) When crewmembers occupy trailing units their first duty is to observe signals affecting the movement.

81. Communicating Block and Interlocking Signals

(a) Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name of each signal affecting movement of their train or engine as soon as the signal is clearly visible. Each signal must be called (1) as soon as it is clearly visible and (2) again, if other than a stop signal, just before the signal is passed. It is the responsibility of the Engineer to have each employee comply with these requirements.

(b) The Conductor (or a Conductor trainee or trainman in the absence of the Conductor), when occupying the controlling locomotive, will communicate by radio as soon as the signal becomes visible:

1. Train identification.
2. Signal name.
3. Location.
4. Track designation when operating in multiple track territory for each signal affecting the movement.

When there is no Conductor, Conductor trainee, or trainman, the Engineer or Engineer trainee will communicate the signal information.

(c) Crewmembers occupying trailing units, helper consists, and/or cabooses must:

1. Communicate to each other in an audible and clear manner the name of each signal affecting their movement.
2. Acknowledge the transmission by repeating to crew-member(s) on the controlling locomotive.

(d) In CSS territory, when a change in cab signal aspect occurs, employees located in the operating compartment of the engine must communicate the name of each cab signal affecting the movement in the same manner as a wayside signal when:

1. In territory without wayside automatic block signals.
2. The indication changes between automatic block signals.

82. Communicating Station Names

In Rule 171 territory, prior to passing the location of each station sign, the Conductor (or a Conductor trainee or trainmen in the absence of the Conductor), will announce by radio the Timetable station name and specify the track designation when operating in multiple track territory.

83. Reporting Delay

The Train Dispatcher/Control Operator must be informed of any known condition that will delay a train or prevent its making usual speed.

Conductors and Engineers are jointly responsible for unnecessary delay to trains.

84. Starting

A train or engine must not start until the proper signal is given.

85. Helper Service

(a) A helper engine cut off at the completion of helper service will be considered as having no assigned direction until authorized by the Train Dispatcher/Control Operator. Such movement may be authorized in advance.

(b) A stop to receive a helper/pusher must, if possible, be made at a point where the Engineer can see the next signal ahead that governs his/her movement.

87. Positive ID at Meeting and Passing Points

At meeting or passing points in Rule 171 or 271 territory there must be a positive exchange of identification of trains involved.
The Engineer or Conductor of each train must:

(a) Visually identify the lead locomotive number(s) of the train(s) to be met or passed.

(b) Establish positive radio contact with the train(s) to be met, or passed.

(c) Contact the Train Dispatcher/Control Operator to confirm the identity of the passing train if they cannot establish radio contact. The Engineer and Conductor on each train must record the identity of the passing train in writing on the reverse side of Track Authority Form.

89. Switches at Meeting Points

When a train that is to hold the main track is first to arrive at meeting point in Rule 171 or 271 territory, switch must be properly lined for opposing train to enter siding.

90. Responsibility; Authorized Limits

At least 2 miles before reaching a meeting or waiting point, the Conductor must remind the Engineer that the authority of their train to proceed is restricted, and the Engineer must acknowledge. If the Engineer does not prepare to stop short of fouling point, the Conductor must immediately stop the train.

91. Responsibility; Restrictions

(a) The Conductor must remind the Engineer 2 miles in advance of slow orders and Conditional Stop Sign. If the Engineer does not acknowledge, or prepare to comply with such orders, the Conductor must immediately stop the train.

(b) A crewmember on the controlling locomotive will communicate by radio the designated speed and milepost location of each slow order at least 2 miles before reaching it. If there are crew members on trailing units and/or caboose, they will acknowledge the transmission.

Examples of correct procedures to initiate and acknowledge the radio transmission(s):

“This is Engineer Reid on NS Train 187. We have a 25 MPH slow order on Main 1 at Milepost 179.3, over.”

(c) In addition, employees in the operating compartment of the controlling locomotive will acknowledge among themselves the designated speed and milepost location of each approaching slow order as the same information is transmitted by radio.
92. Engineer Requirements at Meeting Points

The Engineer of a train that is to hold main track at a meeting point must, not less than 1 mile preceding first switch of designated meeting point, call Engineer of opposing train by radio to determine that opposing train has cleared or will clear main track.

93. Main Track within Yard Limits

(a) Yard limits are designated in the Timetable, and indicated by “Yard Limit” signs.

(b) All trains and engines within yard limits must move at Restricted Speed unless the main track is known to be clear by automatic block signal indication. NOTE: In single track ABS territory, movements must operate at Restricted Speed unless moving on a clear signal.

(c) A train or engine must not move against the current of traffic within yard limits until provision has been made for the protection of the movement, and movement must be made at Restricted Speed.

95. FRA Excepted Track

FRA Excepted Track will be designated by Timetable. Movement on FRA Excepted Track:

(a) Must not exceed 10 MPH.

(b) Must not contain more than 5 cars that require Hazardous Material placards.

(c) Are prohibited for occupied passenger trains.

97. Approaching the End of Two or More Tracks, Railroad Crossings at Grade, and Drawbridges

(a) Trains and engines must approach the following locations prepared to stop unless the switches are properly lined, the signals authorize movement to proceed, and the track is clear:

1. The end of two or more main tracks.

2. Railroad crossings at grade.

3. Drawbridges.

Where required by rule or by law, trains and engines must stop.

(b) Where avoidable, cars must not block a junction, end of two tracks, or railroad crossing at grade when the engine is detached.
(c) Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between derails protecting such crossing.

98. Responsibility for Safety of the Train

(a) The Conductor, Engineer and pilot are jointly responsible for safety of the train and engine and for observance of the rules. Under conditions not provided for by the rules, they must take every precaution for protection. When necessary, they must instruct members of their crew as to proper performance of duties.

(b) Other members of the crew must call attention of Conductor or Engineer immediately to any apparent failure to observe requirements of rules, Timetable, mandatory directives, messages or other instructions.

(c) If the Engineer fails to control movement in accordance with signals or other conditions, crewmembers must communicate with him/her at once. If he then fails to immediately control speed properly they must take necessary action to stop the train.

(d) When a train or yard movement has in its consist a crane, spreader, ditcher, or other equipment, the operation of which may foul adjacent tracks, such work must not be attempted until protection has been provided against approaching movements on all tracks that may be fouled.

99. Precautions Against Unusual Conditions

Trains must be fully protected against any known condition that may interfere with safe passage.

(a) If an event occurs or conditions are found that may interfere with the safe passage of trains and no protection has been provided, employees must immediately attempt to stop trains by radio communication.

1. If a crewmember believes the train has passed over a dangerous defect, the train must be stopped at once and inspected.

2. When severe storm, dense fog, high water, fire or any other condition threatens safe movement speed must be reduced on curves and wherever conditions require.

(b) A prompt report must be made to the Train Dispatcher/Control Operator and protection provided.
100. **Protection Against Following Trains**

Protection against following trains is not required when:

(a) Rear of train is within signalled territory and is protected by at least 2 block signals.

(b) Rear of train is protected by an absolute block.

(c) Rear of train is within controlled point/interlocking limits.

(d) Timetable or Track Authority specifies that protection is not required.

101. **Operating a Train from Other than Leading End**

(a) When the Engineer operates a train from other than the leading end of the movement, a crewmember or other qualified employee must be stationed at, on or ahead of the leading end of the movement to:

- observe conditions ahead
- maintain hand signal, radio communication, or communicating signal to the Engineer
- avoid fouling other tracks

(b) When operating on a main track and the crewmember or qualified employee stationed at, on or ahead of the leading end is equipped with a whistle or horn as well as an emergency brake valve, the movement, unless further restricted, may proceed at a speed not to exceed 30 MPH.

(c) When operating on a main track and the crewmember or qualified employee is not equipped with a whistle or horn as well as an emergency brake valve, movement must not exceed Restricted Speed.

102. **Emergency Brake Application**

(a) **Warning to Approaching Trains on Adjacent Tracks.**

When a train is stopped by an emergency brake application, a crewmember must:

1. Immediately announce by radio:
   - train (identification) has brakes in emergency
   - direction and milepost location
   - track designation (if in multiple track territory)
2. Promptly report this information to the Train Dispatcher/Control Operator.

3. Repeat this warning as necessary until protection is provided by the Train Dispatcher/Control Operator or until it is known that adjacent tracks are not obstructed.

(b) Trains on Adjacent Tracks.

All trains notified that a train is in emergency on an adjacent track must operate at Restricted Speed while passing the train until it is determined that the track is clear.

(c) Responsibility of Train Dispatcher/Control Operator.

The Train Dispatcher/Control Operator will:

1. Provide protection on adjacent controlled track(s) until advised there is no obstruction.

2. If the adjacent track(s) is controlled by a foreign railroad, immediately notify that railroad and obtain protection.

Trains may be authorized to pass the train in emergency at Restricted Speed until advised there is no obstruction. This authorization must include the identity and location of the train in emergency.

(d) Train Inspection.

1. When a train is stopped by an emergency brake application, a visual inspection must be made of the train to ensure all wheels are on the rail, all equipment is in safe operating condition, and that the train is complete, as indicated by display of rear-end marker, before proceeding.

If the problem is a repairable break in the train line that did not result in a train separation (i.e., train uncoupling, broken knuckle, etc.) and brake pipe pressure is being restored at the rear of the train following repair, trains relieved of inspection in paragraph 3 below may proceed. If excessive power is required to start or keep the train moving, movement must be stopped immediately and the cause determined.
2. If physical characteristics prevent a complete visual inspection and brake pipe pressure is being restored at the rear of the train, inspect as much of the train as possible. The remaining portion of the train may then be moved, not exceeding 5 MPH and under direct observation of a crew-member, a distance necessary to complete the inspection. If excessive power is required to start or keep the train moving, movement must be stopped immediately and the cause determined.

If brake pipe pressure cannot be restored at the rear of the train, arrangements must be made to determine cause before moving.

3. The following trains are relieved of visual inspection required by an emergency brake application when the brake pipe pressure is being restored at the rear of the train:

- Solid loaded bulk commodity trains
- ECP trains operating in “RUN” mode
- Any train where the emergency brake application occurred at a speed above 25 MPH
- Any train that is 5,000 tons or less

**EXCEPTION:** A visual inspection of the above trains is required if:

- the train is a key train
- the emergency brake application occurred with any portion of the train moving through a turnout or a crossover
- the train has 200 cars or more and is operating with pusher or distributive power (DP) in power mode

The Train Dispatcher/Control Operator must be notified of the inspection results.
SHOVING MOVEMENTS

103. Shoving Equipment at Any Location

(a) When shoving equipment at any location, a crewmember, or other qualified employee, must take action to prevent damage, protect against conflicting movements, and avoid fouling other tracks.

A crewmember or other qualified employee must be located at, on, or ahead of the leading end, except when:

1. A crewmember or other qualified employee is in a position to visually determine:
   • there is sufficient room in the track to hold the equipment being shoved
   • there are no conflicting movements
   • intervening road crossings are properly protected
   • intervening switches and derails are properly lined for the intended movement

2. The movement is governed by shove circuits and made in accordance with special instructions.

(b) The employee directing the shoving movement must:

1. Not engage in any task unrelated to the oversight of the shoving movement.

2. Inform the Engineer or Remote Control Operator:
   • the means of communication to be used
   • how point protection for the shove movement will be provided
HAND-OPERATED SWITCHES AND DERAIRS

104. Responsibilities; Hand-Operated Switches and Derails

(a) The position of a switch or derail being used is the responsibility of the employee handling it. This does not relieve other members of the crew or work group of responsibility if they are in place to observe the positions of switches and derails.

(b) Employees operating switches and derails by hand must visually ensure:

1. Switches and derails are properly lined for the movement to be made, and targets, if equipped, correspond with the switch or derail position.

2. Switch points fit up properly.

3. Each switch and derail is secured by placing lock or hoop in hasp, if equipped.

(c) Switches and derails must be properly lined and secured after having been used.

NOTE: Locks must be tested to assure that they are secured. If a lock is defective or missing, the switch or derail must be secured if practical and report must be made at first opportunity to the Control Station or other proper authority.

(d) Switches must not be operated while engines, cars or On-Track equipment are fouling the switch, or standing or moving over the switch.

(e) Position of Main Track and Siding Switches

1. The normal position for a main track switch is lined and locked for movement on the main track.

2. The normal position for a switch connecting any track except main track to a siding is lined and locked for movement on the siding. Such switches must be left in normal position after use.

3. Locations where the normal position of a switch is lined for other than the main track or siding are designated in the Timetable.
(f) **Lining Main Track Switch — Employee Position**

1. A main track switch must not be lined for the diverging movement of an approaching train or engine unless the employee attending the switch is assured of its identity and knows the movement is to use the turnout.

2. Employees must keep away from facing-point switches while trains or engines are approaching or passing. When practicable and safe, they must station themselves on the opposite side of the track from the switch stand.

(g) **Leaving a Main Track Switch Open**

Except where specifically authorized by the Train Dispatcher/Control Operator or Yardmaster, a main track switch must not be left open for another movement unless in charge of a crewmember of such movement or an employee assigned to handle switches.

(h) **Reporting Clear of Main Track**

Where movements are required to be reported clear of main track, the report must not be made until switch(es) and derail(s), if equipped, have been secured in normal positions.

(i) **Clearing Main Track**

1. When a movement clears the main track, the switch must not be restored to normal position until the trailing end is beyond the clearance point or insulated joints.

2. A train, engine, or cars on sidings or other tracks must stand clear of insulated joints placed in the track near the clearance point.

(j) **Fouling or Entering a Track**

1. A train, engine or On-Track equipment must not foul a track until switches and derails connected with the movement are properly lined.

2. When a locomotive, car or On-Track equipment enters a track through a hand-operated switch, the switch must not be lined away from the track until the equipment has passed the clearance point.
(k) **Crossover Switches**

1. A crossover switch must not be lined for crossing over while any movement is approaching or passing.

2. Both switches of a crossover must be properly lined before a train or engine begins a crossover movement, and the movement must be completed before either switch is restored to normal position.

3. The switches of a crossover must be in corresponding position before either crossover switch is used, except when 1 crew is using both tracks connected by the crossover.

4. Crossover switches correspond when both are lined for the crossover or both are lined for the straight tracks. Crossover switches must be left in corresponding position after use, and in normal position where applicable.

(l) **Spring Switches**

1. Locations and normal positions of spring switches will be designated by Timetable.

2. Trains stopped while trailing through spring switch must not make or allow any facing point movement over switch points until switch has been properly lined by hand.

3. The switch lever must not be unlatched for hand operation until switch points have completed movement. When operated by hand, the switch lever must be restored and secured in normal position after movement is completed.

4. When a spring switch has been opened to set signals, it may be restored to normal position and locked after leading wheels are on the frog.

5. A train or engine making a facing-point movement over a spring switch must stop, and a crewmember must line the switch by hand when any of the following conditions exist:
   
a. A block signal governing movement over the switch indicates:
      
      • Stop
      • Restricting
b. A spring switch marker light indicating Stop and Examine Switch Points.

(m) Derails: Location & Position

1. Employees must be familiar with the location of derails.

2. Normal position of derails is derailing position, and those equipped with locks must be locked. Derails must be kept in derailing position except when changed to permit movement, whether or not any equipment is on the tracks they protect.

3. Movements must not pass over derails in derailing position.

(n) Permanent Blue Signal Derails

Where authorized by special instructions, permanent “blue signal” derails used for the sole purpose of providing Blue Signal Protection on a non-signaled auxiliary track will be left in non-derailing position when not in use and secured with an effective locking device. These derails will be under the exclusive control of the Mechanical Department and will be placed in derailing position only when providing Blue
Signal Protection as prescribed by Safety Rule 1300(c). Their exact location must be specified in special instructions.

Movements must approach “blue signal” derail at all times expecting to find them in derailing position.

**SECURING EQUIPMENT**

105. **Hand Brakes**

(a) When an engine is to be detached, equipment left standing must be properly secured with a sufficient number of effective hand brakes. Air brakes must not be depended upon to hold cars or an unattended engine. After the engine is re-coupled, hand brakes must not be released until the air brake system is properly charged.

(b) Engines or cars must not be coupled to until it is known that they are secured.

(c) Cars set off with defective hand brakes must be properly secured and when possible coupled to cars having effective hand brakes.

106. **Testing Hand Brakes**

When necessary to control cars by hand brakes, it must be determined that the brakes are working properly.

107. **Wheel Chocks**

Except on tracks designated by Timetable Special Instruction, the use of wheel chocks by train and engine employees is prohibited.

108. **Equipment Left Standing**

Equipment left standing must be:

(a) Clear of insulated joints placed in the track near the clearance point.

(b) Left clear of adjacent tracks.

(c) Authorized by the Train Dispatcher/Control Operator when left on sidings.
SWITCHING

109. Safe and Efficient

While switching, employees must work safely and efficiently and avoid:

(a) Personal injury.
(b) Damage to lading, equipment, structures, or other property.
(c) Fouling other tracks.

110. Proper Understanding Between Crews

When switching at stations or in yards where more than 1 engine may be working on or into the same track, there must be a proper understanding between the crews involved.

111. Running or Flying Switches or Dropping Cars

(a) Running or flying switches are prohibited.

(b) Gravity dropping cars is permitted when it will not endanger employees, equipment, and lading. Before dropping cars by gravity, crewmembers must conduct a Job Safety Briefing to fully understand the movement. They must:

1. Verify the track has sufficient room to hold the car(s).
2. Check the switch for proper operation.
3. Test hand brakes.

Cars may only be dropped by gravity over hand-operated switches.

(c) Dropping cars must not be made:

1. With cars displaying hazardous material placards.
2. With cars containing people.
3. To tracks occupied by cars containing people.
112. **Passenger Equipment, Camp Cars, Cabooses, and Wheel Cars**

   (a) When switching or handling passenger equipment or occupied camp cars, air hoses must be coupled and air cut in.

   (b) Water cars or unoccupied camp cars must not be cut off while in motion.

   (c) Caboose and wheel cars must be switched and coupled with care. Except in yards designated by Timetable, when this equipment is cut off in motion, an employee must ride it to control movement.

114. **Switching Near Passenger Stations**

   (a) Crews switching near passenger stations must take precautions to protect all persons.

   (b) Equipment must not pass between a standing passenger train and the platform that the public and employees are using until safeguards are provided.

   (c) The Conductor and Engineer of the affected passenger train must not load or unload passengers if a track intervenes between the passenger train and the platform until:

   1. The Train Dispatcher/Control Operator has been contacted.

   2. Protection against movement on the track(s) between the passenger train and platform is provided.

   (d) Safeguards for the protection of passengers will be provided by one of the following:

   1. Protective blocking applied by the Train Dispatcher/Control Operator on the intervening track.

   2. Flag protection.

   3. Instructions from the Train Dispatcher/Control Operator to approaching train(s) that equipment must not pass between the platform and a standing train.

   4. Verbal arrangements directly between both train crews to either hold the approaching train clear of the platform or permit passage after the platform has been cleared and passengers held in a secure area.
116. **Return Movement**

When engines or cars are detached from a train, precautions must be taken to prevent damage to equipment when re-coupling. Return movement must be made at Restricted Speed. A crewmember must be stationed at, on, or ahead of the leading end of the return movement to protect against the detached portion of the train.

**COUPLING**

120. **On Curves or in Switches**

(a) When it can be avoided, cars will not be uncoupled or left standing on curves or in switches.

(b) When necessary to couple to cars on curves or in switches, it must be known that couplers match and coupling speed must be controlled to avoid by-passed couplers or jackknifing. **NOTE:** Special care is required when coupling to cushion-under frame or long cars.

121. **Cars Being Loaded or Unloaded**

Cars being loaded or unloaded must not be coupled to or moved until:

(a) Plug doors and end doors have been closed and latched.

(b) Dock boards, transfer plates, tank car couplings, and similar connections have been removed and in the clear.

(c) Wheel chocks have been removed.

(d) Persons in or about cars have been warned, and requested to vacate cars before the cars are switched.

**NOTE:** Where the industry has displayed signs indicating tank cars are connected, other cars must not be placed on the same track obstructing the view of such a sign without first notifying the industry.
HIGHWAY-RAIL GRADE CROSSING

122. Cars Not Headed by an Occupied Engine

(a) When cars not headed by an occupied engine are moved over a:

- public crossing
- private crossing located outside the physical confines of a rail yard
- pedestrian crossing located outside the physical confines of a rail yard
- yard access crossing

A member of the crew must be on the ground at the crossing to warn traffic until the leading end has passed over the crossing.

Rail movements over the crossing will be made only on proper signal from the employee.

(b) These actions are not required if the crossing is clear, and:

1. Crossing gates are in the fully lowered position, and are not known to be malfunctioning; or

2. The crossing is equipped with flashing lights and no traffic is approaching or stopped at the crossing, and the leading end of the movement over the crossing does not exceed 15 MPH; or

3. The crossing is equipped with crossbucks or stop signs and no traffic is approaching or stopped at the crossing, the leading end of the movement over the crossing does not exceed 15 MPH, and an employee on the leading end of the movement is equipped to afford warning signals and control the movement.

4. A qualified employee, other than a crewmember, with the ability to communicate with trains is stationed at the crossing to warn traffic; or

5. The crossing has been rendered inaccessible to highway motor vehicles.
123. **Clearing Crossings**

   (a) Trains, engines, or cars when left unattended must clear crossings and crossing signal circuits. When practicable the equipment must be at least 300 feet from public or private crossing.

   (b) Public crossings must not be obstructed unnecessarily.

124. **Adjacent Tracks**

   When either end of a train stands near a grade crossing or train has been cut for a crossing, a crewmember when available must afford warning signals to persons or operators of motor vehicles against movements approaching on adjacent tracks.

126. **Approaching Crossings with Automatic Warning Devices**

   (a) When a train or engine has activated an automatic crossing warning device and is delayed, the movement will not enter the crossing until:

   1. Warning lights have been activated at least 20 seconds and gates, if equipped, have been in horizontal position at least 5 seconds, or

   2. Crossing is protected by flag.

   This restriction also applies to either a reverse movement over the crossing or a movement approaching at Restricted Speed.

   (b) On running tracks, yard tracks, and industrial tracks, trains and engines must approach crossings equipped with automatic warning devices prepared to stop. If warning device does not activate, on-ground warning must be provided before proceeding over crossing.

   (c) When conditions are present that will prevent effective shunting of warning devices, crossing must be protected in the same manner as an “activation failure.”

   (d) Sudden increases in the speed of any train movement in the approaches to signalized highway grade crossings are prohibited.
128. Manually Raising Crossing Gate Arms

Train and Engine Service employees are prohibited from manually raising grade crossing gate arms that are in a horizontal position to permit the passage of highway traffic.

EXCEPTION: In an emergency any employee, including Train and Engine Service employees, may raise crossing gate arms to permit passage of emergency response vehicles when it is known by the employee(s) the vehicle can cross safely.

When gates are raised beyond 45 degrees above horizontal, the gate mechanism will automatically cycle downward.

HIGHWAY-RAIL GRADE CROSSING WARNING SYSTEMS

130. Activation Failure, False or Partial Activation

(a) Upon receipt of a report of warning system malfunction involving an activation failure, false or partial activation, the employee receiving such information shall promptly initiate efforts to warn highway users and railroad employees at the crossing by taking the following actions:

1. Prior to any train’s arrival at the crossing, notify the train crew of the report of activation failure, false or partial activation, and notify any other railroads operating over the crossing.

2. Notify the law enforcement agency having jurisdiction over the crossing, or railroad police capable of responding and controlling vehicular traffic.

3. Provide for alternative methods of actively warning highway users of approaching trains, consistent with the following requirements:

   a. If an appropriately equipped flagger provides warning for each direction of highway traffic, trains may proceed through the crossing at authorized speed.
b. If at least 1 uniformed law enforcement officer (including a railroad police officer) provides warning to highway traffic at the crossing, trains may proceed through the crossing at authorized speed.

(b) Activation Failure

1. If an appropriately equipped flagger provides warning for highway traffic, but there is not at least 1 flagger providing warning for each direction of highway traffic, trains may proceed with caution through the crossing at a speed not exceeding 15 MPH. Authorized speed may be resumed after the leading end of the movement has passed through the crossing.

2. If there is not an appropriately equipped flagger or uniformed law enforcement officer providing warning to highway traffic at the crossing, each train must stop before entering the crossing and permit a crewmember to dismount to flag highway traffic to a stop. The locomotive may then proceed through the crossing, and the flagging crewmember may reboard the locomotive before the remainder of the train proceeds through the crossing. In the case of a shoving move, a crewmember shall be on the ground to flag the train through the crossing.

(c) False/Partial Activation

If there is not an appropriately equipped flagger providing warning for each direction of highway traffic, or if there is not at least 1 uniformed law enforcement officer providing warning, trains with the locomotive or caboose leading may proceed with caution through the crossing at a speed not exceeding 15 MPH. Authorized speed may be resumed after the leading end of the movement has passed through the crossing. In the case of a shoving move, a crewmember shall be on the ground to flag the train through the crossing.

(d) Crossing warning whistle signal will be sounded as prescribed by Rule 14(l), regardless of State laws or ordinances to the contrary.
(e) After report of a “False Activation” the warning system may be temporarily taken out of service if the alternative methods of protection prescribed for “Activation Failure” are observed.

### Alternate Methods of Protection Matrix

<table>
<thead>
<tr>
<th>Flaggers for each direction of traffic</th>
<th>Police Officer present</th>
<th>Flagger present, but not one for each direction of traffic</th>
<th>No flagger/No police</th>
</tr>
</thead>
<tbody>
<tr>
<td>False or Partial activation</td>
<td>Normal speed</td>
<td>Proceed with caution — maximum speed of 15 mph until leading end is over crossing</td>
<td>Proceed with caution — maximum speed of 15 mph until leading end is over crossing</td>
</tr>
<tr>
<td>Activation failure</td>
<td>Normal speed</td>
<td>Proceed with caution — maximum speed of 15 mph until leading end is over crossing</td>
<td>Stop: Crewmember flag traffic and reboard</td>
</tr>
</tbody>
</table>

### AUTHORIZED SPEEDS

135. **Maximum Authorized Speed**

A train or engine must not exceed the maximum speed authorized in the Timetable. Speed restrictions shown in Timetables, bulletins, by speed limit signs, or by any other method must be observed.

136. **Turnouts or Crossovers**

Movements diverting through turnouts or crossovers must not exceed 15 MPH unless otherwise specified by signal indication or by Timetable Special Instruction.

137. **Other than Main Tracks**

Except where movement is governed by signal indication, trains and engines using any track other than a main track must move at Restricted Speed.
SPEED LIMIT SIGNS

140. Permanent Signs

(a) Numbers on speed limit signs, where provided, indicate the maximum speed on curves. When used on single track, speed limit signs are located to the right of the track approaching the restricted curve(s). Where movements operate in either direction on two or more tracks, speed limit signs are also located to the left.

(b) Where provided, a number plate below a speed limit sign indicates the number of curves that it governs.

(c) The speed restriction indicated by a speed limit sign must be observed until the rear of the train passes the point of restriction that governs opposing trains. If a more restrictive sign intervenes, its indication also must be observed.

141. Temporary Signs

(a) A caution (yellow) sign placed to the right of the track in direction of approach will be located 1-1/2 miles in advance of the point at which speed is temporarily restricted.

(b) The end of the restriction will be indicated by a proceed (green) sign placed to the right of the track in direction of approach.

(c) In double track territory, the signs will be placed adjacent to the track that they govern.

(d) Where a crossover intervenes between the speed restriction area and the location of the caution (yellow) sign, caution (yellow) signs will be placed on the outside of each track. They are to be located 1-1/2 miles from the beginning of the restriction or from the point at which the speed restriction area is entered.

(e) Speed is restricted to that specified by slow order or other instructions until the trailing end of the movement has passed the proceed (green) sign. In the absence of a slow order or instructions, a speed of 10 MPH must not be exceeded.

(f) Where caution and proceed signs are being used and there is a temporary slow order within the limits of another temporary slow order, a caution sign will be placed the proper distance in advance of each restriction but only 1 proceed sign will be used; it will be placed at the leaving end of the longer slow order.
(g) Caution and proceed signs improperly placed, or the absence of caution and proceed signs where required, must be promptly reported to the Train Dispatcher/Control Operator or Yardmaster.

NOTE: Caution and Proceed signs will be used when the slow order is placed in effect by Operations Bulletin, but the signs will not be used when the slow order is placed in effect by a bulletin item on the Train Clearance or other instructions held by the Engineer.

CONDITIONAL STOP SIGNS

142. Conditional Stop Signs

(a) Working Limits

Working limits become effective at the time specified in Form Y. Before work begins or track is fouled by men or equipment, the RWIC must confirm with the Train Dispatcher/Control Operator that:

1. Form Y has been issued to affected trains and engines.
2. Trains are clear of Form Y limits.

(b) Bulletin Item

1. Trains approaching the working limit must have a copy of Form Y on their Train Clearance.
2. Form Y will designate:
   a. Name of employee in charge.
   b. Time the working limits are in effect.
   c. Working limits.

(c) Use of Approach Signs

1. An Approach Sign will indicate the approach to the working limits. An Approach Sign indicates train must be prepared to stop short of the Conditional Stop Sign.
2. The Approach Sign must be displayed:
   a. Not less than 1-1/2 miles in advance of the working limits.
   b. Not more than 1 hour before Form Y becomes effective.
(d) Use of Conditional Stop Sign

1. Working limits will be indicated by a Conditional Stop Sign.

2. Conditional Stop Signs may be located at mileposts or other fixed definable locations such as switches, road crossings, and bridges when designated by both name and milepost location, including tenths of a mile.

3. Conditional Stop Signs must be displayed no later than the time specified in Form Y.

(e) Placement of Signs

Approach Signs and Conditional Stop Signs will be displayed on the right hand side of the affected Controlled Track in the direction of movement.

(f) Authorization for a Train to Pass a Conditional Stop Sign

1. Before giving permission for a train to pass a Conditional Stop Sign, the employee in charge must determine that:
   - the track through the working limits is not obstructed
   - all roadway workers and employees in charge of On-Track equipment have been notified of the approaching movement and are in the clear

2. When notifying the Engineer that the track is clear, the employee in charge will establish radio communication as prescribed by the Operating Rules. The employee named in Form Y will give permission to the train to pass the Conditional Stop Sign in the following manner:

   “________ (Train symbol) _________ (Engine number) the track is clear. Engineer _________, you have permission to pass the Conditional Stop Sign located at MP _____ in _______ direction on __________ track, not exceeding ______ MPH through the working limits.”

3. The Engineer must repeat the permission to the employee in charge who must verify the repetition for accuracy.
(g) Entering into the Working Limits

1. A train or engine must not proceed beyond a Conditional Stop Sign designated in Form Y, or enter main track between the limits of Form Y, until the Engineer is notified by radio or in person by the employee in charge of the working limits that the track is clear.

2. If permission to proceed is received before the movement stops, the train may pass the Conditional Stop Sign without stopping.

3. Trains and engines must comply with signal indications within the limits of Form Y.

(h) Reverse Direction or Reverse Movement

A train must not reverse direction or make a reverse movement between Conditional Stop Signs stated in Form Y.

(i) Conditional Stop Sign Located at a Point or Time Not Designated by Form Y

If a Conditional Stop Sign is found at a location or time not designated by Form Y, the Train Dispatcher/Control Operator must be notified immediately and the train must not proceed until:

1. The Engineer is notified by radio or in person by the employee in charge of the working limits that the track is clear, or

2. The Conditional Stop Sign is removed by proper authority.

(j) Conditional Stop Sign Not Located at a Point or Time Designated by Form Y

If a Conditional Stop Sign is not found at the location or time designated by Form Y, the Train Dispatcher/Control Operator must be notified immediately and the train must not proceed until the Engineer is notified by radio or in person by the employee in charge of the working limits that the track is clear.
Signs

NAME — APPROACH PREPARED TO STOP SIGN
INDICATION — APPROACH PREPARED TO STOP SHORT OF CONDITIONAL STOP SIGN

This sign is to be displayed not less than 1-1/2 miles in advance of Conditional Stop Sign.

NAME — CONDITIONAL STOP SIGN
INDICATION — STOP UNLESS NOTIFIED BY RADIO COMMUNICATION OR IN PERSON BY MoW OR SIGNAL FOREMAN NAMED IN FORM Y THAT TRACK IS CLEAR.

For use in connection with “Form Y” and Rule 142.

(k) Form Y

EFFECTIVE FROM ______ TO ______ ON (DAY), (MONTH) (DATE) (YEAR) APPROACH CONDITIONAL STOP SIGN NORTHWARD (EASTWARD) AT MP ______ ON ______ TRACK AND SOUTHWARD (WESTWARD) AT MP ______ ON ______ TRACK PREPARED TO STOP. DO NOT PASS THIS SIGN UNTIL NOTIFIED BY RADIO COMMUNICATION OR IN PERSON BY (MoW FOREMAN) OR (SIGNAL FOREMAN) (NAME) THAT THE TRACK IS CLEAR.

143. Junctions and/or Switches Located within Working Limits or Between the Approach Sign and Conditional Stop Sign

(a) The Train Dispatcher/Control Operator must apply protective blocking to the controls of power operated switches located between the Approach and Conditional Stop Sign and within limits of Form Y. Protective Blocking must not be removed without permission of the RWIC.

(b) Hand throw switches located between Approach and Conditional Stop Signs, and within limits of Form Y, must be lined to prevent access to the working limits, secured with an effective securing device and tagged.

(c) Before displaying a signal for a train or engine to enter at a switch or junction located between the Approach and Conditional Stop Sign and between the limits of Form Y the Train Dispatcher/Control Operator must:
1. Inform the Engineer the train will be diverted into Form Y limits at (location).

2. Instruct the Engineer to contact the RWIC for permission to enter.

3. Receive confirmation from the Engineer that the RWIC has granted permission to enter the limits.

4. Line switch and signal to allow train or engine to enter the limits.

NON-SIGNALED MAIN TRACK

171. Non-Signaled Track — Mandatory Directive Authorizes Movement

Where designated by bulletin or special instructions, use of the main track will be authorized by issuance of a Mandatory Directive, under the direction and over the initials of the Train Dispatcher/Control Operator.

Except as affected by Rules 172 through 188 and Rules 190 through 196, all other Operating Rules remain in effect.

TRACK AUTHORITY RULES
FOR RULE 171 AND RULE 271 TERRITORY

172. Responsibility; Rule 171 and Rule 271 Territory

(a) Conductor and Engineer must have a copy of a Mandatory Directive on the prescribed Authority Form addressed to their train before occupying the main track.

(b) Conductors and Engineers must show the Authority Form to other crewmembers.

(c) Other crewmembers must remind the Conductor and Engineer of the contents of the Authority Form should conditions require. If necessary, crewmembers will take action to ensure compliance, including stopping the train.

(d) Instructions contained in the Authority Form must be complied with by those addressed.
173. **Mandatory Directive Authority Form**

Within **Rule 171** or **Rule 271** territory, an Authority Form is required for:

1. Movement of trains and On-Track equipment.
2. Protection of employees occupying or fouling controlled track.

174. **Designation of Trains**

(a) Trains will be designated by:
   - lead engine number
   - direction, when applicable

(b) When an engine of another company is used in the lead, it will be designated by the initials or name of the company preceding the engine number.

175. **Designated Limits**

(a) Limits authorized in the Authority Form must be designated by specifying exact points such as:
   - station
   - mileposts
   - switches

(b) When station names are designated as the:

   **First Named Point** —
   Authority will extend from either the:
   - last siding switch
   - station sign if there is no siding

   **Second Named Point** —
   Authority will extend to either the:
   - first siding switch
   - station sign if there is no siding

(c) Track must be specified.

**NOTE:** Authority limits designated by other than station names, Controlled Points, or whole mileposts must include both fixed location and milepost. Example: Smith Road, MP 131.27.
176. Movement Authority

When authorized:

(a) Movement may occupy the main track within designated limits, but must not foul a switch at either end of the limits an opposing train may use to clear the main track.

(b) Movement must be made within the designated limits as follows:

1. “PROCEED” — Movement is authorized ONLY in the direction specified.

   Authority will extend to the last siding switch when instructions include “Hold Main Track at Last Named Point”.

2. “WORK BETWEEN” — Movement may be made in either direction between the designated points.

177. Requesting Authority

Employee requesting authority to occupy the main track must advise the Train Dispatcher/Control Operator of the:

- movements to be made
- tracks to be used, when applicable
- time required

178. Transmitting by Radio

(a) An Authority transmitted by radio directly to a train must be copied and repeated by a crewmember on the controlling unit, but the authority must not be copied or repeated by an employee operating a moving locomotive.

(b) When the Conductor is not on the controlling unit to receive the copy of the Authority, “OK” must not be given until the copying employee advises the Train Dispatcher/Control Operator that the Authority has been read to and acknowledged by the Conductor.

179. Authority Form

(a) Issuing

Each Authority Form must show the date, location, name of employee who copied it and any specific instructions issued.
(b) Transmitting

The Train Dispatcher/Control Operator will transmit the contents of an Authority Form and will then:

1. State the total number of boxes marked on the Authority Form.
2. Identify the individual box numbers.
3. When a train meet is authorized by the Authority, the Train Dispatcher/Control Operator will state “this Authority requires a meet with Locomotive (number), (direction), at (location).”

(c) Receiving

The copying employee will record all information and instructions on the Authority Form and will:

1. Repeat it to the Train Dispatcher/Control Operator.
2. State the total number of boxes marked on the Authority Form.
3. Identify the individual box numbers.
4. When a train meet is authorized by the Authority Form, the copying employee will state “this Authority requires a meet with Locomotive (number), (direction), at (location).”

(d) Verifying

While the copying employee repeats the Authority, the Train Dispatcher/Control Operator will verify contents of the Authority Form and then:

1. Restate the total number of boxes marked.
2. Identify the individual box numbers.
3. Give “OK” and the time.

(e) Giving “OK” Time

The “OK” time will be entered on the Authority Form and repeated by the copying employee to the Train Dispatcher/Control Operator. Authority to occupy the track is not in effect until “OK” time is recorded on the form.
(f) Transmitting and Repeating

When transmitting and repeating Authorities, both the Train Dispatcher/Control Operator and receiving employee must read aloud all the words, including those preprinted, of each item designated.

1. Multiple-digit numbers must be pronounced, and then repeated digit by digit.

2. One-digit numbers and directions must be pronounced and then spelled.

3. Station names and other words shall be pronounced and then spelled when necessary for clarity.

NOTE: These requirements must also be observed by employees relaying Authority Forms.

180. Electronic Transmission

(a) Authority to occupy the track may be transmitted electronically. When transmitted electronically, repetition will not be required. “OK” time will be given at the time transmitted and the space provided for name of copying employee will be left blank.

(b) Employees receiving an Authority by electronic transmission must examine each copy for completeness and legibility. They must communicate with the Train Dispatcher/Control Operator to verify the number and date of each Authority received.

181. Reporting Clear

(a) An Authority, once in effect, remains in effect until cleared or voided.

(b) Employees issued an Authority must promptly report to the Train Dispatcher/Control Operator when the train, workers, or equipment is clear of the limits.

(c) Except as provided by Rule 184 (Relieved During Tour), the crewmember clearing the Track Authorities must clear all Track Authorities prior to the expiration of his/her HSL time.

(d) The Authority Form number, limits and track designation (when in multiple track territory) must be stated when reporting clear.

(e) When clearing at a point where switch must be returned to normal position, “clear” must not be given until the switch is locked in normal position.
182. “OS’ing (reporting passed)”

(a) Within the limits of an Authority authorizing a train to “PROCEED” from one point to another, the Train Dispatcher/Control Operator will consider the main track “clear” up to and including the point at which the train is last reported by a crewmember to have passed. When this is done, “OS” information must be entered on the Authority Form.

(b) A train must not be OS’ed at a station where there is a siding until the movement has passed the last siding switch.

(c) A train must not be reported clear of the limits authorized by an Authority unless:

1. A qualified employee visually confirms the rear-end marker has cleared the limits.

2. Engine has passed 3* miles beyond the limits and End-Of-Train Device indicates proper brake pipe pressure on rear.

*If the controlling locomotive is equipped with a distance counter, and End-Of-Train Device motion detector indicates that rear car is moving, train may be reported clear after the engine has moved a distance equal to the train’s length, plus 500 feet, beyond the limits.

183. Marking “Void”

(a) When an Authority is in effect and it is necessary to change the limits or instructions, except as provided in Rule 182, a new Authority must be issued and include the words “Authority No. ______ is void,” giving the number of the Authority being voided.

(b) When an Authority of a previous date is voided, the date must be included.

(c) The word “VOID” must be written legibly across each copy of the Authority Form when:

1. Limits have been reported clear.

2. Limits or instructions have been changed.

184. Relieved During Tour

(a) When a Conductor and/or Engineer is relieved before completion of a trip, all Authority Forms and instructions held must be delivered to the relieving Conductor or Engineer.
(b) If the Authority Forms and instructions cannot be delivered personally to the relieving crew, Conductor will leave them in an envelope at location designated by the Train Dispatcher/Control Operator and show on the envelope the correct designation of the train, date, location, and Conductor’s signature.

(c) Authority Forms, instructions, and other pertinent information must be compared by the relieving Conductor and Engineer and with the Train Dispatcher/Control Operator before proceeding.

185.   Authorities Restricting Movement

(a) When an Authority restricting the movement of a train is issued by telephone at other than initial terminal, “OK” must not be given until the copying employee advises the Train Dispatcher/Control Operator that the Authority Form has been read to and acknowledged by the Engineer.

(b) When an Authority restricting a train at or near the point where the restriction applies is to be issued to a crewmember, the Authority must not be transmitted until the Conductor or Engineer assures the Train Dispatcher/Control Operator that they understand their train is to be restricted and they can comply with the restriction.

186.   Occupying Same Limits

More than 1 train may be permitted to occupy the same or overlapping limits of an Authority when:

(a) Trains operating in Rule 271 (ABS) territory are authorized to move in the same direction.

(b) Trains are moving on a Proceed Authority through the limits of another train authorized to “WORK BETWEEN” two specific points and all trains are instructed to move at Restricted Speed within the overlapping limits.

(c) Two or more crews authorized to Work Between the same or overlapping limits provided all movements are made at Restricted Speed within the overlapping limits.

188.   Protecting Roadway Workers or On-Track Equipment

(a) An Authority may be issued, in the same manner as to trains, to permit roadway workers or On-Track equipment to occupy the main track.
(b) An Authority must not be issued to protect roadway workers or On-Track equipment within the same or overlapping limits with a train unless:

1. All trains authorized to occupy the same or overlapping limits are authorized to move in one direction only and the authority for roadway workers or On-Track equipment to occupy or perform maintenance on main track is granted behind such train.

2. Trains authorized to occupy the same or overlapping limits have been notified of the authority granted roadway workers or On-Track equipment and have been instructed to make all movements at Restricted Speed and to stop short of equipment on or fouling track and employee in charge of On-Track equipment is notified on an Authority Form.

NOTE: Roadway Worker Protection rules must be observed if the operator and/or other occupants are engaged in any of the work activities specified in the definition of a “Roadway Worker.”

3. Trains, roadway worker(s) and other On-Track equipment authorized to occupy the same or overlapping limits with a roadway worker have been notified of the authority granted the roadway worker in charge of the limits.”

RULES 171 AND 271 PROCEDURES FOR TRAIN DISPATCHER/CONTROL OPERATORS

190. Precautions Issuing Authorities

Before issuing an Authority:

(a) Train Dispatcher/Control Operator must ensure no overlapping authority is granted within the same limits without proper safeguards.

(b) If necessary, other Authorities in effect must be “voided” and reissued to require all movements be made at Restricted Speed within the overlapping limits.
191. Use of Prescribed Forms

When issuing authorities, the Train Dispatcher/Control Operator will use the prescribed preprinted lines on the Authority Forms when applicable.

192. “Other Specific Instructions”

Train Dispatcher/Control Operator will use “Other Specific Instructions” on Authority Forms only when the situation is not covered by preprinted lines. When used, these instructions must be worded clearly to ensure there can be but one meaning and in such a manner that there can be no hazard to safety.

193. “OK”

An Authority must not be considered in effect by the Train Dispatcher/Control Operator until acknowledgment of the “OK” is received.

194. Expiration of Authority

If expiration time is shown on an Authority and limits have not been reported clear by that time, the Authority must not be considered void until limits are reported clear.

195. Record of Authorities

(a) The Train Dispatcher/Control Operator must maintain records of Authorities, showing:

1. Identification.
2. Location issued.
3. Limits authorized.
4. “OK” time.
5. Other pertinent information.

(b) The records must include notation of Authorities that are relayed through other employees, including the name and location of the relaying employee and the location the train, On-Track equipment, or roadway workers occupying track to perform maintenance will receive the Authority. To ensure that it has been copied correctly, the Train Dispatcher/Control Operator must instruct the relaying employee to require repetition by the receiving employee before “OK” is given.

(c) These records must be made at once and never from memory or memoranda.
GENERAL SIGNAL RULES

235. Tracks Designated in the Timetable

The following rules will be in effect on tracks designated in the Timetable: Rule 251, Rule 261 and Rule 271.

236. Signals Requiring a Stop

A train or engine approaching a fixed signal requiring a Stop must stop before any part of the equipment passes the signal.

237. Stopped at a Stop Signal

When a train or engine stops at a Stop signal and no other movement is evident, a crewmember must immediately contact the Control Station.

238. Passing a Stop Signal with Proper Authority

(a) Controlled or ABS

Before passing a Stop signal, a train or engine must have authority to proceed from the Train Dispatcher/Control Operator. Authority to proceed must not be acted upon until:

1. The train or engine has stopped in view of the signal.
2. A crewmember has been fully informed of the situation and knows the move is protected.
3. Instructions received have been repeated to the Train Dispatcher/Control Operator.

EXCEPTION: A train or engine may pass a non-controlled STOP signal to couple to equipment standing immediately beyond the signal.

(b) Automatic Interlocking

When a train or engine is stopped at a home signal at an automatic interlocking and no immediate conflicting movement is evident, the movement will be governed by:

1. Instructions posted at that location, or
2. Instructions in the Timetable.

In Rule 261 territory, before complying with Items 1 or 2 above, a crewmember must first communicate with the Train Dispatcher/Control Operator.
(c) Movable Bridge

A qualified employee must determine that the rails are properly lined and seated, and the bridge is safe for movement before the Control Station authorizes movement to pass the Stop signal when:

1. The signal will not display for the first movement over a bridge after the bridge has been closed, regardless of bridge lock indication.
2. A bridge unlock indication is received.

239. Movement After Authority Has Been Confirmed to Pass a Stop Signal

After authority to pass the Stop signal has been received from the Train Dispatcher/Control Operator, the movement must operate as though a Restricting Signal is displayed.

240. Violating a Stop Signal

If any part of a train or engine passes a signal displaying Stop without authority, crewmembers must immediately:

(a) Stop the train.
(b) Warn any other movement that could be approaching on any conflicting route by radio. If unable to communicate, provide protection against approaching movement.
(c) Notify the Train Dispatcher/Control Operator or proper authority.

241. Absent or Imperfectly Displayed Aspects or Erratic Signals

(a) If any of the following conditions are observed:

1. A signal is functioning erratically.
2. A signal displays no lighted aspect.
3. One or more signal bulbs are not illuminated.
4. A white light is displayed where a colored light should be.
5. A fixed signal is absent from a place where it is usually shown.

The signal must be regarded as the most restrictive indication given by that signal.

EXCEPTIONS:

1. If the top unit is illuminated on a color light signal and one or more lower units are dark, the dark lower units will,
except as noted, be considered to be displaying red. (NOTE: On Norfolk and Western if a 3 unit color light signal displays red on the top unit, yellow on the middle unit, and the bottom unit is dark, the signal will be regarded as displaying red over yellow, “Restricting.”)

2. If sufficient lights are displayed in a position light, color light, or a color position light signal to determine the indication of the signal, the indication will govern.

3. If more than one indication is possible, and it can be determined that all possible indications are more favorable than Stop, trains and engines may proceed as though a Restricting signal were displayed.

(b) When any of these conditions are encountered a report must be immediately made to the Control Station.

242. Unexpected Signal Changes

(a) If a signal changes to Restricting or Stop, or if a train or engine encounters a Restricting or Stop signal not indicated by the preceding signal, the movement must:

1. Stop as soon as possible without endangering the movement.

2. After stopping, promptly report the occurrence and do not proceed until authorized by the Train Dispatcher/Control Operator.

3. Proceed at Restricted Speed.

(b) Crewmembers who are in a position to do so must observe whether signals passed assume their proper indication.

243. Improper Signal

(a) Should an Improper Signal indication permitting a train or engine to proceed be observed, crews must:

1. Stop as soon as possible without endangering the movement.

2. Warn any other movement that could be approaching by radio. If unable to communicate, provide protection against approaching movement.

3. After stopping, promptly report the occurrence and do not proceed until authorized by the Train Dispatcher/Control Operator.
244. **Next Signal Governing**

Trains and engines may operate according to the indication of the next fixed signal governing the movement when the following conditions are met:

(a) The next governing signal can be plainly seen.

(b) The train is not required by rule, instruction or the previous signal indication to operate at Restricted Speed.

245. **Moving from Signaled to Non-Signaled Controlled Track**

When moving from signaled territory to non-signaled territory or track signaled for movement in the opposite direction only:

(a) Except when entering yard limits or auxiliary track, train or engine must have authority to occupy track beyond the Interlocking or Controlled Point.

(b) Interlocking and Controlled Point signals only govern movement within Interlocking or Controlled Point limits.

246. **Approaching Home and Controlled Signals at the Beginning of ABS Territory**

Where a controlled point or interlocking does not have a distant signal, movements on main track must approach the home signal prepared to stop.

247. **Train Delayed in Approach to Automatic Interlocking**

A train or engine must proceed prepared to stop approaching an automatic interlocking-railroad crossing at grade when:

(a) Stopped while approaching or after passing the distant signal.

(b) Moving less than 25 MPH approaching or after passing the distant signal.

**EXCEPTION:** This rule will not apply in approach to Automatic Interlocking designated by special instructions.

248. **Movements Stopped Near Controlled Signals**

A train or engine stopped with the leading end of the movement within 1 car length of a Controlled Signal must not reverse movement unless the signal can be clearly seen to display an aspect to proceed, or on permission from the Train Dispatcher/Control Operator.
249.  **Rusty Rail**

(a) When the Signal Department reports that rust or other material may prevent shunting of a track circuit, the Control Station will:

1. Record the report.
2. Apply blocking devices to switch(es) and signals giving access to that track.
3. Not permit entry to the effected track by signal indication.
4. Authorize movement, after stopping, to pass the entrance signal.

(b) Until the Signal Department authorizes removal, the blocking must be maintained except when operating the switch(es), and must be restored immediately after use.

(c) After authorizing movement to or from the affected track, the Train Dispatcher/Control Operator must not:

1. Remove blocking.
2. Operate the switch controls.

Until the entire movement has been reported clear by a crewmember or qualified employee.

250. **Suspension of the Signal System**

If a major failure of the signal system occurs or construction work necessitates, the signal system, or sections of it, may be suspended upon authority of the General Manager.

When the signal system is suspended, trains and engines must be governed by special instructions.
MOVEMENT IN SIGNALED TERRITORY

Signal Rules 251, 261, and 271 apply only where designated by Timetable. Their purpose is to control the movement of trains in territory where the entrance to each block is governed by fixed signals, cab signals, or both. Signals authorize movement only as designated by rule. Signals convey track occupancy and/or conditions of the block they govern.

251. Track Signaled in One Direction — Signals Authorize Movement

When track is signaled for movement in one direction only, signal indication will be the authority for trains and engines to operate with the current of traffic and ABS rules apply. Mandatory Directive will authorize movements against the current of traffic and Track Authority rules apply.

261. Track Signaled in Both Directions — Signals Authorize Movement

Signal indication will be the authority for trains and engines to operate in either direction on the same track and ABS rules apply.

271. Track Signaled in Both Directions — Mandatory Directive Authorizes Movement

Track Authority rules authorize train and engine movements and ABS rules apply. ABS signals indicate condition of the block.
SIGNAL ASPECTS AND INDICATIONS

275. General Requirements: Qualifying Features

(a) Signal aspects are identified by:

1. Colors of lights.
2. Positions of lights.
3. Flashing of lights.
4. A combination of color, position, and flashing of lights.
5. The shape of the signal background on a position light dwarf or pedestal signal.
6. The shape, color or lettering of signs.

(b) Signal aspects may be qualified by number plate, or letter plate.

(c) The following figure is used with signal aspects to indicate a flashing light:

(d) In the illustrations for Rules N281 through N292, the bottom unit of high position light and color light signals (figures A, B, and C(3)) is shown only for aspects that require its use. At signal locations the bottom unit of these signals (if equipped) will be dark for aspects that do not require its use.
276. **Location of Signals**

(a) Signals are generally located to the right of, or directly over, the track they govern. They may be placed to the left of the track they govern where conditions require.

(b) Where 2 signals are located on a bracket post to display indications for 2 tracks, the right-hand signal governs the track to the right and the left-hand signal governs the track to the left.

(c) Where a track intervenes between a signal and track governed, a dummy mast, marked by a blue light or reflector, will be placed to the field side of the signal.
277. Number Plates

The most restrictive indication of a signal that has a number plate is PROCEED AT RESTRICTED SPEED. The most restrictive indication of a signal that does not have a number plate is STOP.

Number plates are illustrated in these rules only when they are needed to qualify the signal aspect.

279. Cab Signal Aspects

In accordance with Rule 552, “Conformity Between Cab Signals and Fixed Signals,” the following chart illustrates the cab signal aspect that must conform to the applicable fixed signal.

<table>
<thead>
<tr>
<th>Name</th>
<th>Aspects</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLEAR</td>
<td><img src="image" alt="CLEAR" /></td>
</tr>
<tr>
<td>APPROACH MEDIUM</td>
<td><img src="image" alt="APPROACH MEDIUM" /></td>
</tr>
<tr>
<td>APPROACH</td>
<td><img src="image" alt="APPROACH" /></td>
</tr>
<tr>
<td>Restricting</td>
<td><img src="image" alt="Restricting" /></td>
</tr>
</tbody>
</table>
The following chart identifies the cab signal(s) that must be displayed to conform to each fixed signal, in accordance with Rule 552, "Conformity Between Cab Signals and Fixed Signals."

<table>
<thead>
<tr>
<th>Fixed Signal</th>
<th>Conforming Cab Signal(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clear</td>
<td>Clear</td>
</tr>
<tr>
<td>Limited Clear</td>
<td>Approach Medium</td>
</tr>
<tr>
<td>Medium Clear</td>
<td>Approach Medium</td>
</tr>
<tr>
<td>Approach Limited</td>
<td>Approach Medium</td>
</tr>
<tr>
<td>Medium Approach Medium</td>
<td>Approach Medium</td>
</tr>
<tr>
<td>Approach Medium</td>
<td>Approach Medium</td>
</tr>
<tr>
<td>Advance Approach</td>
<td>Approach Medium</td>
</tr>
<tr>
<td>Medium Approach</td>
<td>Approach</td>
</tr>
<tr>
<td>Approach</td>
<td>Approach</td>
</tr>
<tr>
<td>Approach Slow</td>
<td>Approach</td>
</tr>
<tr>
<td>Slow Clear</td>
<td>Restricting</td>
</tr>
<tr>
<td>Slow Approach</td>
<td>Restricting</td>
</tr>
<tr>
<td>Restricting</td>
<td>Restricting</td>
</tr>
<tr>
<td>Stop Signal</td>
<td>Restricting</td>
</tr>
</tbody>
</table>

When the movement of a train is governed solely by the cab signal, the indication of the fixed signal with the same name (i.e. Clear, Approach Medium, Approach, or Restricting) will apply. Movements are governed solely by cab signals when:

1. The train is operating in territory where cab signals are used without fixed automatic block signals (Rule 562).
2. The cab signal changes between fixed signals (Rule 553).
3. The cab signal is more restrictive than the fixed signal when the train enters a block (Rule 552).
<table>
<thead>
<tr>
<th>Rule</th>
<th>Aspects</th>
</tr>
</thead>
<tbody>
<tr>
<td>N280a</td>
<td><img src="image1" alt="LUNAR WHITE" /></td>
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<tr>
<td>N281</td>
<td><img src="image2" alt="A" /> <img src="image3" alt="A1" /> <img src="image4" alt="C" /> <img src="image5" alt="C1" /> <img src="image6" alt="C2" /> <img src="image7" alt="C3" /> <img src="image8" alt="C4" /></td>
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<tr>
<td>N281b</td>
<td><img src="image9" alt="A" /> <img src="image10" alt="C" /> <img src="image11" alt="C1" /> <img src="image12" alt="C4" /></td>
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<td>N281c</td>
<td><img src="image13" alt="A" /> <img src="image14" alt="AA" /> <img src="image15" alt="C" /> <img src="image16" alt="C1" /> <img src="image17" alt="C4" /> <img src="image18" alt="C5" /></td>
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<tr>
<td>Rule</td>
<td>Name</td>
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</tr>
<tr>
<td>N280a</td>
<td>CLEAR TO NEXT INTERLOCKING OR CONTROLLED POINT</td>
</tr>
<tr>
<td>N281</td>
<td>CLEAR</td>
</tr>
<tr>
<td>N281b</td>
<td>APPROACH LIMITED</td>
</tr>
<tr>
<td>N281c</td>
<td>LIMITED CLEAR</td>
</tr>
</tbody>
</table>
### NORFOLK SOUTHERN CORPORATION
(Conrail Signals)

<table>
<thead>
<tr>
<th>Rule</th>
<th>Aspects</th>
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<tbody>
<tr>
<td>N282</td>
<td><img src="image1.png" alt="Diagram of N282" /></td>
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<td>N282a</td>
<td><img src="image2.png" alt="Diagram of N282a" /></td>
</tr>
<tr>
<td>N283</td>
<td><img src="image3.png" alt="Diagram of N283" /></td>
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<tr>
<td>N283a</td>
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<td>Rule</td>
<td>Name</td>
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</tr>
<tr>
<td>N282</td>
<td>APPROACH MEDIUM</td>
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<td>N282a</td>
<td>ADVANCE APPROACH</td>
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<td>N283</td>
<td>MEDIUM CLEAR</td>
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<td>N283a</td>
<td>MEDIUM APPROACH MEDIUM</td>
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<td>Rule</td>
<td>Aspects</td>
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<tr>
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<td><img src="image1.png" alt="Diagram" /></td>
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<tr>
<td>N285</td>
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<tr>
<td>N286</td>
<td><img src="image3.png" alt="Diagram" /></td>
</tr>
<tr>
<td>N287</td>
<td><img src="image4.png" alt="Diagram" /></td>
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## NORFOLK SOUTHERN CORPORATION  
### (CONRAIL SIGNALS)

<table>
<thead>
<tr>
<th>Rule</th>
<th>Name</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>N284</td>
<td>APPROACH SLOW</td>
<td>Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td>N285</td>
<td>APPROACH</td>
<td>Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td>N286</td>
<td>MEDIUM APPROACH</td>
<td>Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.</td>
</tr>
<tr>
<td>N287</td>
<td>SLOW CLEAR</td>
<td>Proceed at Slow Speed until entire train clears all interlocking, controlled point or spring switches, then proceed at authorized speed. In CSS territory with fixed signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left interlocking or controlled point limits.</td>
</tr>
<tr>
<td>Rule</td>
<td>Aspects</td>
<td></td>
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<tr>
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<td><img src="image" alt="Rule N288 Diagram" /></td>
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<tr>
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<td>Indication</td>
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</tr>
<tr>
<td>N288</td>
<td>SLOW APPROACH</td>
<td>Proceed prepared to stop at next signal. Slow Speed applies until entire train clears all interlocking, controlled point or spring switches, then Medium Speed applies.</td>
</tr>
</tbody>
</table>
| N290 | RESTRICTING       | Proceed at Restricted Speed until the entire train has cleared all interlocking, controlled point and spring switches (if signal is an interlocking or controlled point signal) and the leading end has: \ 

1. Passed a more favorable fixed signal, \ 
   or \ 
2. Entered Rule 171 territory. \ 

In CSS territory, trains with operative cab signals must not increase speed until the train has run 1 train length past a location where a more favorable cab signal was received. |
<table>
<thead>
<tr>
<th>Rule</th>
<th>Aspects</th>
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<td>Name</td>
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<tr>
<td>N292</td>
<td>STOP SIGNAL</td>
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<td>N293b</td>
<td>APPROACH CLEAR</td>
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<td>NOTE: Does not convey block or track information.</td>
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<td>N293c</td>
<td>APPROACH RESTRICTING</td>
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<td>NOTE: Does not convey block or track information.</td>
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<td>Rule</td>
<td>Aspects</td>
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<td>Name</td>
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<tr>
<td>N294</td>
<td>CLEAR SLIDE DETECTOR SIGNAL</td>
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<td>N294a</td>
<td>SLIDE DETECTOR WARNING SIGNAL</td>
</tr>
<tr>
<td>N296a</td>
<td>APPROACH SPEED LIMIT SIGN</td>
</tr>
<tr>
<td>N296b</td>
<td>SPEED LIMIT SIGN</td>
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<tr>
<td>Rule</td>
<td>Aspects</td>
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<td>N296d</td>
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<tr>
<td>Rule</td>
<td>Name</td>
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<tr>
<td>N296c</td>
<td>RESUME SPEED SIGN</td>
</tr>
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<td>N296d</td>
<td>DIVERGING APPROACH SPEED LIMIT SIGN</td>
</tr>
<tr>
<td>N298</td>
<td>DISTANT SIGNAL MARKER</td>
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<tr>
<td></td>
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</tr>
<tr>
<td>N298a</td>
<td>DELAYED IN BLOCK SIGN</td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Rule</td>
<td>Aspects</td>
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<td>Name</td>
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<tr>
<td>-------</td>
<td>--------------------</td>
</tr>
<tr>
<td>281</td>
<td>CLEAR</td>
</tr>
<tr>
<td>282</td>
<td>APPROACH DIVERGING</td>
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<tr>
<td>282-A</td>
<td>ADVANCE APPROACH</td>
</tr>
<tr>
<td>Rule</td>
<td>Aspects</td>
</tr>
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</tr>
<tr>
<td>283</td>
<td><img src="image1.png" alt="Diagram" /></td>
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<tr>
<td>283-B</td>
<td><img src="image2.png" alt="Diagram" /></td>
</tr>
<tr>
<td>285</td>
<td><img src="image3.png" alt="Diagram" /></td>
</tr>
</tbody>
</table>

**Rule 283**

- **A**: Red
- **B**: Yellow
- **C**: Green
- **D**: Blue
- **E**: Red
- **F**: Blue

**Rule 283-B**

- **A**: Red
- **B**: Yellow
- **C**: Yellow
- **D**: White

**Rule 285**

- **A**: Yellow
- **B**: Red
- **C**: Red
- **D**: Yellow
- **E**: White
<table>
<thead>
<tr>
<th>Rule</th>
<th>Name</th>
<th>Indication</th>
</tr>
</thead>
<tbody>
<tr>
<td>283</td>
<td>DIVERGING CLEAR</td>
<td>Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).</td>
</tr>
<tr>
<td>283-B</td>
<td>DIVERGING APPROACH DIVERGING</td>
<td>Proceed through turnout(s) or crossover(s) at authorized speed preparing to take diverging route beyond next signal at authorized speed.</td>
</tr>
<tr>
<td>285</td>
<td>APPROACH</td>
<td>Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td>Rule</td>
<td>Aspects</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>285-A</td>
<td><img src="image" alt="Diagram" /></td>
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</tr>
<tr>
<td>286</td>
<td><img src="image" alt="Diagram" /></td>
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</tr>
<tr>
<td>287</td>
<td><img src="image" alt="Diagram" /></td>
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</tr>
<tr>
<td>Rule</td>
<td>Name</td>
<td>Indication</td>
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<tr>
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<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>285-A</td>
<td>APPROACH DISTANT</td>
<td>Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>NOTE:</strong> Signal DOES NOT afford automatic block protection.</td>
</tr>
<tr>
<td>286</td>
<td>DIVERGING APPROACH</td>
<td>Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td>287</td>
<td>SLOW CLEAR</td>
<td>Proceed; Slow Speed within controlled point/interlocking limits or through turnout(s) or crossover(s).</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>NOTE:</strong> Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).</td>
</tr>
</tbody>
</table>
# NORFOLK and WESTERN RAILWAY

<table>
<thead>
<tr>
<th>Rule</th>
<th>Aspects</th>
</tr>
</thead>
<tbody>
<tr>
<td>288</td>
<td><img src="image1.png" alt="Diagram" /></td>
</tr>
<tr>
<td>290</td>
<td><img src="image2.png" alt="Diagram" /></td>
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<tr>
<td>Rule</td>
<td>Name</td>
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<tr>
<td>------</td>
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</tr>
<tr>
<td>288</td>
<td>SLOW APPROACH</td>
</tr>
<tr>
<td>290</td>
<td>RESTRICTING</td>
</tr>
<tr>
<td>Rule</td>
<td>Aspects</td>
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</tr>
<tr>
<td>292</td>
<td><img src="image1" alt="Diagram A" /> <img src="image2" alt="Diagram B" /> <img src="image3" alt="Diagram C" /> <img src="image4" alt="Diagram D" /> <img src="image5" alt="Diagram E" /> <img src="image6" alt="Diagram F" /> <img src="image7" alt="Diagram G" /></td>
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<tr>
<td>293</td>
<td><img src="image8" alt="Diagram H" /></td>
</tr>
<tr>
<td>294</td>
<td><img src="image9" alt="Diagram I" /></td>
</tr>
<tr>
<td>Rule</td>
<td>Name</td>
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<tr>
<td>------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>292</td>
<td>STOP</td>
</tr>
<tr>
<td>293</td>
<td>NON-AUTOMATIC BLOCK, CLEAR</td>
</tr>
<tr>
<td></td>
<td><strong>NOTE:</strong> A train or engine that is delayed after passing this signal must approach next signal prepared to stop. This signal provides information only about the next signal, not conditions of or on the track.</td>
</tr>
<tr>
<td>294</td>
<td>NON-AUTOMATIC BLOCK, APPROACH</td>
</tr>
</tbody>
</table>
## NORFOLK SOUTHERN RAILWAY

<table>
<thead>
<tr>
<th>Rule</th>
<th>High Signal</th>
<th>Dwarf Signal</th>
</tr>
</thead>
<tbody>
<tr>
<td>301</td>
<td><img src="image1.png" alt="High Signal" /></td>
<td><img src="image2.png" alt="Dwarf Signal" /></td>
</tr>
<tr>
<td>302</td>
<td><img src="image3.png" alt="High Signal" /></td>
<td><img src="image4.png" alt="Dwarf Signal" /></td>
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<tr>
<td>303</td>
<td><img src="image5.png" alt="High Signal" /></td>
<td><img src="image6.png" alt="Dwarf Signal" /></td>
</tr>
<tr>
<td>304</td>
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<td><img src="image8.png" alt="Dwarf Signal" /></td>
</tr>
<tr>
<td>Rule</td>
<td>Name</td>
<td>Indication</td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>301</td>
<td>CLEAR</td>
<td>Proceed at authorized speed.</td>
</tr>
<tr>
<td>302</td>
<td>APPROACH DIVERGING</td>
<td>Proceed preparing to take diverging route beyond next signal at authorized speed.</td>
</tr>
<tr>
<td>303</td>
<td>ADVANCE APPROACH</td>
<td>Proceed preparing to stop at second signal.</td>
</tr>
</tbody>
</table>
| 304  | DIVERGING CLEAR    | Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).  
**NOTE:** Unless another signal intervenes, movement must be prepared to take diverging route at the next Controlled Signal. |
<table>
<thead>
<tr>
<th>Rule</th>
<th>High Signal</th>
<th>Dwarf Signal</th>
</tr>
</thead>
<tbody>
<tr>
<td>306</td>
<td><img src="image1" alt="High Signal" /></td>
<td><img src="image2" alt="Dwarf Signal" /></td>
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<tr>
<td>306.1</td>
<td><img src="image3" alt="High Signal" /></td>
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<tr>
<td>307</td>
<td><img src="image5" alt="High Signal" /></td>
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</tr>
<tr>
<td>308</td>
<td><img src="image7" alt="High Signal" /></td>
<td><img src="image8" alt="Dwarf Signal" /></td>
</tr>
<tr>
<td>Rule</td>
<td>Name</td>
<td>Indication</td>
</tr>
<tr>
<td>------</td>
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<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>306</td>
<td>APPROACH RESTRICTED</td>
<td>Proceed, approaching next signal at Restricted Speed, not exceeding 15 MPH. Train or engine exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td>306.1</td>
<td>DIVERGING APPROACH RESTRICTED</td>
<td>Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), approaching next signal at Restricted Speed, not exceeding 15 MPH. Train or engine exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td>307</td>
<td>APPROACH</td>
<td>Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td>308</td>
<td>DIVERGING APPROACH</td>
<td>Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</td>
</tr>
<tr>
<td>Rule</td>
<td>High Signal</td>
<td>Dwarf Signal</td>
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</tr>
<tr>
<td>309</td>
<td><img src="309_diagram" alt="Signal Diagram" /></td>
<td><img src="309_dwarf_diagram" alt="Signal Diagram" /></td>
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<tr>
<td>310</td>
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<td><img src="310_dwarf_diagram" alt="Signal Diagram" /></td>
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<tr>
<td>311</td>
<td><img src="311_diagram" alt="Signal Diagram" /></td>
<td><img src="311_dwarf_diagram" alt="Signal Diagram" /></td>
</tr>
<tr>
<td>Rule</td>
<td>Name</td>
<td>Indication</td>
</tr>
<tr>
<td>------</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>309</td>
<td>RESTRICTING</td>
<td>Proceed at Restricted Speed. Restricted Speed must be observed until the leading end of the movement reaches the next signal. <strong>EXCEPTION:</strong> When the signal governs movement to non-signaled territory or to a track signaled for movement in the opposite direction only, Restricted Speed applies until the leading end of the movement is through any crossovers, turnouts, or controlled point/interlocking limits governed by that signal.</td>
</tr>
<tr>
<td>310</td>
<td>STOP</td>
<td>Stop.</td>
</tr>
<tr>
<td>311</td>
<td>NON-AUTOMATIC BLOCK, CLEAR</td>
<td>Proceed. <strong>NOTE:</strong> A train or engine that is delayed after passing this signal must approach next signal prepared to stop. This signal provides information only about the next signal, not conditions of or on the track.</td>
</tr>
<tr>
<td>Rule</td>
<td>High Signal</td>
<td>Dwarf Signal</td>
</tr>
<tr>
<td>------</td>
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</tr>
<tr>
<td>312</td>
<td><img src="image1.png" alt="High Signal Diagram" /></td>
<td><img src="image2.png" alt="Dwarf Signal Diagram" /></td>
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<tr>
<td>316</td>
<td><img src="image3.png" alt="High Signal Diagram" /></td>
<td><img src="image4.png" alt="Dwarf Signal Diagram" /></td>
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<tr>
<td>317</td>
<td><img src="image5.png" alt="High Signal Diagram" /></td>
<td><img src="image6.png" alt="Dwarf Signal Diagram" /></td>
</tr>
<tr>
<td>318</td>
<td><img src="image7.png" alt="High Signal Diagram" /></td>
<td><img src="image8.png" alt="Dwarf Signal Diagram" /></td>
</tr>
<tr>
<td>Rule</td>
<td>Name</td>
<td>Indication</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
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</tr>
<tr>
<td>312</td>
<td>NON-AUTOMATIC BLOCK, APPROACH</td>
<td>Approach next signal prepared to stop. Train or engine exceeding Medium Speed must at once reduce to that speed. This signal provides information only about the next signal, not conditions of or on the track.</td>
</tr>
<tr>
<td>316</td>
<td>DRAGGING EQUIPMENT INDICATOR</td>
<td>Stop and inspect train for dragging equipment.</td>
</tr>
<tr>
<td>317</td>
<td>TAKE SIDING INDICATOR</td>
<td>When letter “S” is illuminated, take siding.</td>
</tr>
<tr>
<td>318</td>
<td>HOLDING SIGNAL</td>
<td>When letter “H” is illuminated, stay until authorized to proceed.</td>
</tr>
</tbody>
</table>
AUTOMATIC BLOCK SIGNAL RULES

Where Rules 251, 261, or 271 are in effect, Automatic Block Signal rules are also in effect. The rules apply only where designated in the Timetable or Operations Bulletin.

400. Authority to Operate in ABS Territory

(a) On Tracks Where Rules 251 or 261 are in effect:

1. Movements entering territory governed by Rule 251 or Rule 261 will be authorized by proper signal indication or permission from the Train Dispatcher/Control Operator.

2. When permission is received to enter Rule 261 territory and proceed in one direction, the direction of movement must be specified.

(b) Where Rule 271 is in effect, a train or engine must not enter or foul a Main Track without Track Authority.

401. Operation of Hand-Throw Switches

In ABS territory, after receiving permission to enter a controlled track, a crewmember must promptly operate the switch, and then wait 5 minutes before starting train movement. If a train is seen or heard approaching on the track to be occupied before the 5 minute period has elapsed, switch must be secured in normal position.

EXCEPTIONS: The 5-Minute Wait is not required when:

(a) Relieved by the Train Dispatcher/Control Operator.

(b) The switch(es) to be used is opened immediately after an opposing movement has passed and the Train Dispatcher/Control Operator determines there are no other movements approaching the switch from the last interlocking or controlled point.

(c) The switch(es) to be used is in a block occupied by standing equipment.

(d) A train or engine is authorized by a “Work Between” Track Authority.

(e) The switch(es) are equipped with an electric lock.

402. Entering Controlled Track Between Signals

A train or engine entering a block between signals must proceed
at Restricted Speed to the next signal. In cab signal territory, the train may proceed in accordance with cab signal rules and signals.

403. Delayed/Stopped in a Block

(a) Rule 251 and 271 Territory

If a train or engine has entered a block on a proceed indication that does not require Restricted Speed, and is delayed, it must proceed at Restricted Speed. The train or engine may resume the speed authorized by the last signal received when:

1. The next signal is seen to display a proceed indication.
2. The track is seen to be clear to the next signal.

(b) Rule 261 Territory

If a train or engine has entered a block on a proceed indication that does not require Restricted Speed, and stops, it must proceed prepared to stop at the next signal.

EXCEPTION: At points where crews change, unless a leaving signal is provided, Restricted Speed must be observed until leading end of movement reaches the next signal.

(c) Cab Signal Territory

The requirements above do not apply to trains and engines that have cab signals in service for the direction of movement or that have experienced a cab signal failure in Rule 562 cab signal territory without fixed automatic block signals.

404. Reverse Movements on Controlled Track

A reverse movement is a movement opposite the direction previously authorized.

(a) Reverse movement by a train or engine must be:

• authorized by the Control Station
• properly protected by a qualified employee

(b) Reverse movement within the limits of the same block in Rule 251 or Rule 261 territory:

When verbally authorized by the Train Dispatcher/Control Operator, a train or engine may make a reverse movement:

• at Restricted Speed

NOTE: Train Dispatcher/Control Operator must be notified when the reverse move is complete.
(c) Reverse movement beyond limits of the block may be made

1. Where Rule 251 is in effect:
   • when properly authorized by a Form of Track Authority to operate against the current of traffic

2. Where Rule 261 is in effect:
   • when authorized by a Form of Track Authority, or
   • when verbally authorized by the Train Dispatcher/Control Operator and operated at Restricted Speed until governed by a more favorable signal

3. Where Rule 271 is in effect:
   • when authorized by a Form of Track Authority, and
   • when operated at Restricted Speed until governed by a more favorable signal

405. Train Dispatcher/Control Operator Authorizing Reverse Movements

(a) Before granting permission for a train or engine to make a reverse movement the Train Dispatcher/Control Operator must:

1. Determine the track to be used is clear and will remain clear of opposing or following movements.

2. Apply blocking devices to protect against opposing movements.

3. Code signals governing opposing movements to Stop.

(b) Within the limits of the same block verbal authority must be granted for the movement.

(c) Beyond limits of the block

1. Where Rule 251 is in effect:
   • issue Track Authority for movement against the current of traffic

2. Where Rule 261 is in effect:
   • issue a Track Authority Form
   • grant movement verbal authority

3. Where Rule 271 is in effect:
   • issue a Track Authority Form
406. **Movements Against the Current of Traffic — Rule 251 Territory**

(a) Train Dispatcher/Control Operator must:

1. Determine the track to be used is clear of opposing movements.
2. Apply blocking devices to protect against opposing movements.
3. Code signals governing opposing movements to Stop.
4. Maintain an Absolute Block.

(b) Movements operating against the current of traffic must:

1. Be authorized on a Form of Track Authority.
2. Approach all facing-point switches at Restricted Speed unless advised that such switches have been spiked for main track movement.

**NOTE:** The Timetable will identify crossings where crossing signal circuits require movements against the current of traffic to observe Restricted Speed.

3. Receive verbal authority from the Train Dispatcher/Control Operator to operate with the current of traffic according to ABS rules. Before granting permission, the Train Dispatcher/Control Operator must ensure that the track to be used is clear of opposing movements. The Track Authority must be voided.

407. **Clearing at Hand-Throw Switch**

(a) When a train or engine clears at a hand-operated switch and the switch has been restored to normal position, “clear” must be reported to the Train Dispatcher/Control Operator by a member of the crew. **EXCEPTION:** Not applicable when train or engine retains exclusive track authority conferred by Track Authority Form.

(b) In Rule 261 territory a train or engine must not clear the main track through a hand-operated switch not equipped with an electric lock unless permanent speed on:

- main track is 20 MPH or less
- siding track is 30 MPH or less
408. **Automatic Block Signal Used in Non-ABS Territory**

An automatic block signal used in non-ABS territory will indicate the condition of the track between that signal and:

(a) The next signal.

(b) The “End Automatic Block” sign.

409. **“End Automatic Block” Sign Used in ABS Territory**

In addition to its use in non-ABS territory, and “End Automatic Block” sign may be used at the end of ABS territory. In such a case, the last automatic block signal will indicate the condition of the track only to the “End Automatic Block” sign.

**WORKING LIMITS — CONTROLLED TRACK**

420. **Exclusive Track Occupancy (ETO)**

(a) A train, engine, roadway worker or On-Track equipment may be authorized exclusive track occupancy and may operate in both directions. Authority from the Train Dispatcher/Control Operator must be recorded on the prescribed form and include:

1. Identification.
2. Track designation.
3. Time limits.
4. Limits to be used.

(b) Each movement must clear the designated track(s) no later than the specified time, unless the time is extended on authority of the Control Station.

(c) Trains will be designated by the lead engine number and when applicable, the direction.

(d) When an engine of another company is used in the lead, it will be designated by the initials or name of the company preceding the engine number.

421. **Clearing Authority**

(a) The track authority limits must be reported clear to the Train Dispatcher/Control Operator to void the track authority.
(b) When reporting clear of authorized limits, the following must be stated to ensure understanding:

1. Number of Track Authority Form.
2. Limits being cleared.
3. Designation of tracks being cleared when operating in multiple track territory.

422. Improper Entries Discovered

(a) If an improper entry is discovered in a Track Authority Form before “OK” or “Time Effective” has been given, the Train Dispatcher/Control Operator must direct receiving employees to destroy their copies. The Train Dispatcher/Control Operator must “Void” his/her copy then reissue the Form under another number.

(b) If an improper entry is discovered in a Track Authority Form after “OK” or “Time Effective” has been given, the Form must be marked void.

OPERATION OF DUAL CONTROL SWITCHES

431. Dual Control Switches

Dual control switches must not be hand-operated until permission is obtained from the Train Dispatcher/Control Operator.

(a) Dual control switches must be operated as follows:

1. Selector lever must be taken out of “motor” (or “power”) position and placed in “hand” position and locked, if lock is provided.
2. Hand-throw lever must be operated until switch points are seen to move with movement of the hand-throw lever. This must be done whether or not the switch points appear to be lined for the desired route.
3. Switch must then be lined and locked for the route to be used.
4. Selector lever must be left in “hand” position until entire movement has cleared the switch.
5. Unless instructed otherwise by the Control Station, switches must be restored to “motor” after movement over them is completed.
(b) When necessary to place a dual-control switch on hand operation to perform switching, the time during which the switch may be used and the limits of the movement must be clearly stated and understood.

1. Selector levers on all switches over which movement is to be made must then be placed in “hand” position and must be left in that position until all movements have been completed.

2. During the time selector lever is in “hand” position to perform switching, indications of STOP signals may be considered suspended for repeated movements past the signal when authorized by the Control Station. All movements must be made at Restricted Speed.

3. After switches are restored to power operation, train or engine must not proceed except by proper signal indication or as authorized by the Control Station.

**CONTROL STATIONS**

440. Lining Route and Clearing Signals

(a) The proper route must be lined and signals cleared sufficiently in advance of trains, when possible, to avoid unnecessary delay.

(b) A signal cleared for an approaching train or engine must not be changed until the Engineer or Remote Control Operator has informed the Train Dispatcher/Control Operator the train is stopped. **EXCEPTION:** In an emergency, the signal may be immediately changed to Stop.

441. Authorization to Pass a Stop Signal

(a) A train or engine must not be authorized to pass a STOP signal unless it is known that no opposing movements are involved.

(b) Before authorizing a movement to pass a signal displaying Stop, the Train Dispatcher/Control Operator must:

1. Code the signal(s) governing opposing movements into that section of track to STOP.

2. Code the signal for the route to be taken by the train or engine to STOP.
3. Ensure power switch(es) for the route to be taken by the train or engine is indicating in the proper position.

**NOTE:** If the switch(es) is out of correspondence and equipped for dual control operation, each switch that is out of correspondence must be placed on hand operation and lined by hand.

4. Comply with rules for movement over dual controlled switches if the proper indication for the switch(es) in the desired route cannot be obtained.

(c) The Train Dispatcher/Control Operator must not authorize a train or engine to pass a STOP signal when the signal can display an indication to proceed except as prescribed in **Rule 249**.

(d) When a Train Dispatcher/Control Operator authorizes a train or engine to pass a block or controlled point/interlocking signal displaying STOP, authorization will not convey authority to enter limits beyond the signal that are under the jurisdiction of another Train Dispatcher/Control Operator. The train or engine must have authority to occupy the limits beyond the signal or permission must be secured from the governing Train Dispatcher/Control Operator before the limits are entered.

442. **Exclusive Authority — Controlled Track**

(a) When authorizing exclusive authority on controlled track the Train Dispatcher/Control Operator must know the affected track is clear of all other movements.

(b) Before authorizing On-Track equipment to enter the limits or after a train or engine has entered the limits, the Control Station must:

1. Code signals governing movement to that track to STOP, and apply protective blocking to the control machine, or

2. Line switches to divert movements from the working limits, and apply protective blocking to the control machine.

(c) The Train Dispatcher/Control Operator must record the following on the Track Authority Form:

1. Identification of the movement.

2. Name of person obtaining authority.

3. Specified time.

4. Specified working limits.

5. Track(s) to be used.
443. Protecting Joint or Overlapping Limits — Roadway Workers or On-Track Equipment

Protecting joint or overlapping limits for roadway worker(s) or On-Track equipment requires the Train Dispatcher/Control Operator to:

(a) Protect roadway worker(s) against opposing and following trains and engines.

(b) Protect multiple movements within joint or overlapping limits by specifying in the Track Authority for each movement:
   1. “Limits are occupied by other On-Track equipment,” or
   2. “GR-37, RWIC (name) Between (location) and (location) on (track).”

(c)Specify in the Track Authority Form, when permitting On-Track equipment to occupy track behind a train authorized to move in one direction only: “Behind Train(s) No. (identification), engine (number), (direction).”

444. Protecting Joint or Overlapping Limits — Trains

The Train Dispatcher/Control Operator may issue Track Authority to authorize multiple movements of trains and engines to occupy the same or overlapping limits by directing each movement to operate at Restricted Speed.

NOTE: This rule will also be observed if a train or engine is authorized to occupy the same or overlapping limits with On-Track equipment.

445. Subdividing Limits

By naming mileposts the Train Dispatcher/Control Operator may subdivide the limits into multiple parts and direct each movement not to pass the specified milepost.

446. Clearing Authorized Limits

(a) Until the movement reports clear, the Train Dispatcher/Control Operator must not permit another movement to enter the specified limits.

(b) When the authorized movement reports clear, the Train Dispatcher/Control Operator must:
   1. Verify the Track Authority number and limits.
   2. Acknowledge by stating the time this report is received, such as, “OK, 3:21 PM.”
   3. Require this information to be repeated correctly.
   4. Record the time cleared.
(c) If the employee reporting clear fails to give this information, the Train Dispatcher/Control Operator must ask for and obtain it before the limits are considered to be clear.

(d) Failure of any movement to report clear by the specified time must be promptly reported to the Chief Dispatcher.

447. Authority to Enter Main Track

Before authorizing a train or engine at a hand-operated switch to:

(a) Enter main track.

(b) Enter a controlled or signaled siding.

(c) Enter siding in Rule 171 or 271 territory.

(d) Cross over from one main track to another.

It must be known that there is no conflicting movement.

448. Notifying Maintainer

The signal maintainer must be promptly notified of signal related trouble and given all available information relative to the conditions.

449. Signal and Switch Malfunction

(a) If a signal fails to work properly, its operation must be discontinued, and until repaired, the signal must be secured to display its most restrictive indication.

(b) When a track, switch, derail, or signal is damaged, undergoing repairs, disconnected, or track is obstructed, STOP signals must be displayed for all routes affected and controls involved must be blocked in such a manner as to prevent their operation.

(c) Switches and derails must be securely spiked or fastened in the required position if any movement is permitted over them before repairs are completed.

450. Power-Operated Switches

A power-operated switch must not be operated while in power if:

(a) Train or engine is shown occupying the track circuit over the switch.

(b) Unit of On-Track equipment is on or closely approaching the switch.
RADIO AND WIRELESS COMMUNICATION REQUIREMENTS AND PROCEDURES

500. Communication Equipment Requirements

(a) Trains

The occupied controlling locomotive must be equipped with a working radio upon departure from a terminal.

Each train must also have another form of working wireless communication upon departure from a terminal. This other form of communication may be provided by a radio on another locomotive in the consist, a portable railroad radio, or a device such as a cellular telephone.

(b) Maintenance of Way Equipment

Multiple units of equipment operating without locomotive assistance and traveling together between work locations under the same movement authority must have a working radio on at least one of the units. Operators of machines not equipped with a working radio must have communication capability such as hand signals, light signals, or horn signals. A single unit traveling between work locations must have a working radio.

(c) Maintenance of Way Work Gangs

Each work gang will have a minimum of 2 working radios at a work site to provide intra-gang communications.

(d) Roadway Worker in Charge

The worker in charge of a roadway work group must maintain immediate access to a working radio.

(e) Lone Worker

Each roadway worker when functioning as a lone worker must maintain immediate access to a working radio.

(f) Working radios are not required for a roadway worker in charge, a lone worker, Maintenance of Way Equipment, or Maintenance of Way Work Gangs when the work location:

1. Is physically inaccessible to trains.
2. Has no through or adjacent rail traffic during the period when roadway workers will be present.
501. **General Instructions for the Use of Radios**

(a) Employees whose duties are prescribed by the Operating Rules will use radio communication in connection with railroad operations when radio equipment is available.

(b) Railroad radio will be used:
   1. Only in connection with Company business.
   2. In compliance with the Operating Rules.
   3. So as not to circumvent the requirements regarding any rules or instructions.

(c) Each radio used in a railroad operation must be tuned to the appropriate channel designated by Timetable or special instruction and adjusted to receive communications.

(d) Employees will not transmit:
   1. Any false distress communication.
   2. Any unnecessary, irrelevant or unidentified communication.
   3. Any obscene, indecent, or profane language.

(e) Employees are responsible for the proper care and use of radio equipment.

502. **Voice Test and Radio Failure**

(a) Employees will test each radio and any supplementary wireless communication device used in connection with a railroad operation as soon as practicable to ensure that the radio functions as intended before the commencement of that railroad operation. The test will consist of an exchange of voice transmissions with another radio. The employee receiving the transmission must advise the employee conducting the test of the clarity of the transmission.

(b) Employees will remove from service and tag any radio or supplementary wireless communication device found not to be functioning properly. The radio will not be returned to service until it has been repaired.

(c) When a radio is removed from service, each crewmember of the train and the Train Dispatcher/Control Operator or other officer designated by special instruction will be notified.
(d) If a locomotive radio on the controlling locomotive fails en route, the train may continue until the earlier of:

1. The next calendar day inspection of the locomotive.
2. The nearest forward point where the radio can be repaired or replaced.

503. Reporting Emergencies by Radio

An initial emergency transmission will be preceded by the word “emergency” repeated 3 times. An emergency transmission will have priority over all other transmissions and the frequency or channel will be kept clear of non-emergency traffic for the duration of the emergency communication.

504. Initiating a Transmission

Before transmitting by radio, employees will comply with the following:

(a) Listen to ensure that the channel to be used is not already in use.

(b) Identify each wayside, base, or yard transmitting station by:

1. The name or initial letters of the railroad.
2. The name and location of the office or other unique designation.

(c) Identify each mobile station by:

1. The name or initial letters of the railroad.
2. The train name or number, if one has been assigned, or other appropriate unit designation.

NOTE: When necessary, use the word “locomotive” or “engine,” “inspection car,” “automobile,” or other unique identifier that indicates to the listener the precise mobile transmitting station.

Examples of Correct Procedure to Initiate or Acknowledge Radio Communication

- “NS Track Supervisor Brown Automobile 1881 at Argos calling Fort Wayne Dispatcher, over.”
- “This is NS Dispatcher Fort Wayne, over.”
• “NS Yardmaster at Ranger Tower Bellevue calling Yard Engine 2340, over.”
• “This is NS Conductor on Yard Engine 2340, over.”
• “Brakeman Jones, Norfolk Southern Train 58, calling the Engineer, over.”

(d) If positive identification is achieved in connection with switching, classification, and similar operations wholly within a yard, fixed and mobile units may shorten their identification after the initial transmission and acknowledgment.

(e) If an exchange of communication continues without substantial interruption, positive identification must be repeated each 15 minutes.

(f) Verify that radio contact has been made with the person or station with whom communication is intended by listening for an acknowledgment. If the station acknowledging a transmission fails to identify itself properly, the employee will require a proper identification before proceeding with the transmission.

505. Receiving a Transmission

(a) Employees will promptly acknowledge the receipt of a radio call, identifying the receiving station according to prescribed rules.

NOTE: An employee need not attend the radio if this would interfere with other immediate duties relating to the safety of railroad operations.

(b) An employee will acknowledge receipt of all transmissions directed to them or their station.

(c) An employee who receives a transmission will repeat it to the transmitting party unless the communication:

1. Relates to yard switching operations.
2. Is a recorded message from an automatic alarm device.
3. Is general in nature and does not contain any information, instruction or advice that could affect the safety of a railroad operation.

(d) Wayside defect detector messages will be acknowledged to the Train Dispatcher/Control Operator when defects or detector malfunctions are noted.
506. Ending a Transmission

When ending a transmission, employees will comply with the following:

(a) At the close of each transmission, except for transmissions relating to yard switching operations, to which a response is expected, the transmitting employee will say “over.”

(b) At the close of each transmission, except for transmissions relating to yard switching operations, to which no response is expected, the transmitting employee will state the employee’s identification followed by the word “out.”

508. Signal Indications

(a) No information may be given by radio to a train or engine crew about the aspect displayed by a fixed signal. Radio may be used by a train crewmember to communicate information about the position or aspect displayed by a fixed signal to other members of the same crew. Radio may be used in an emergency when it is necessary to stop a train or engine or assure its safe movement.

(b) Except as provided in the Operating Rules, radio communication may not be used to convey instruction that would have the effect of overriding the indication of a fixed signal.

509. Shoving, Backing, or Pushing Movements

(a) When radio communication is used in connection with the shoving, backing, or pushing of a train, engine, or other On-Track equipment, the employee directing the movement shall specify the direction of the move (as established in a Job Safety Briefing) and distance seen to be clear.

(b) The distance of the movement must be specified in 50 foot “car lengths” and the movement must stop in one-half (1/2) the distance last received unless additional instructions are received.

**EXCEPTION:** When within 5 car lengths of the coupling or stop, the person directing the move will call out distances in car lengths, as:

- “five cars”
- “four cars”
- “three cars,” etc.
After acknowledging “five cars,” the Engineer will not be required to further acknowledge countdown if so doing would interfere with safe operation. During this countdown, the Engineer will stop the move immediately after moving 1 car length unless receiving additional signals from the person directing the move.

(c) If the instructions are not understood or continuous radio contact is not maintained, the movement will be stopped immediately. The movement may not be resumed until:

1. The misunderstanding has been resolved.
2. Radio contact has been restored.
3. Communication has been achieved by hand signals or other procedures.

510. Federal Communications Commission (FCC) Requirements

(a) Adjustments to railroad radio sets will be made only by specifically authorized personnel. These personnel must carry the proper FCC license or verification card when on duty.

(b) Citizen band radios may not be used for railroad operating purposes.

MANDATORY DIRECTIVES

520. Radio Transmission of Mandatory Directives

Following is the procedure for transmission and receipt of a mandatory directive:

(a) The Train Dispatcher/Control Operator will state the intention to transmit a mandatory directive.

(b) The employee to receive and copy the mandatory directive must state his/her:

- identification
- location
- readiness to receive

before the mandatory directive is transmitted.
NOTE: An employee operating the controls of moving equipment may not receive and copy mandatory directives.

(c) The mandatory directive will be copied in writing on an approved form used specifically for that purpose, or on a Train Clearance.

(d) Both the Train Dispatcher/Control Operator and receiving employee must read aloud all the words, including those preprinted, of each item designated. Multiple-digit numbers must be pronounced, then repeated digit by digit.

Example:

- 1:14 PM – “One fourteen, 1-1-4 PM”
- 60 – that is six-zero

One-digit numbers and directions must be pronounced and then spelled.

Examples:

- 7 – “Seven, S-E-V-E-N”

Station names and other words shall be pronounced and then spelled when necessary for clarity. Decimals will be represented by “dot.”

These requirements must also be observed by employees relaying track authority.

(e) After the mandatory directive has been received and copied, it will be immediately repeated in its entirety. The Train Dispatcher/Control Operator must verify the accuracy of the repeated mandatory directive, and will then state the time, and their name.

(f) An employee copying a mandatory directive will acknowledge by repeating the time and name of the transmitting Train Dispatcher/Control Operator.

521. Trains and Engines

(a) A mandatory directive transmitted by radio must be copied and repeated by a crewmember on the controlling locomotive.

(b) The Conductor and Engineer must have a written copy of the mandatory directive and all crewmembers must read and understand the mandatory directive before it is acted upon.
(c) Mandatory directives that have been voided must be marked “VOID” and retained for the duration of the train crew’s work assignment.

(d) When a train is to be restricted at the point where it is to receive the directive, the train must be stopped and the Train Dispatcher/Control Operator notified of the train’s exact location before the directive is transmitted.

(e) A mandatory directive that has not been completed may not be acted upon and must be treated as though not sent.

(f) Information contained in a mandatory directive may not be acted upon by other than those addressed.

(g) If radio communication fails before the copying employee has acknowledged the name of the Train Dispatcher/Control Operator or operator and time, the movement addressed must stop and not proceed until communication is restored.

(h) Radio communication must not be used to inform a train of the contents of a mandatory directive not yet transmitted to or received by that train.

522. On-Track Equipment

Before a mandatory directive is acted upon, the employee in charge of the On-Track equipment must have a written copy and ensure acknowledgment by all employees responsible for its execution.

CAB SIGNAL SYSTEM

Cab Signal System (CSS) rules apply only where designated by Timetable or Operations Bulletin. The CSS is interconnected with the fixed signal system to provide the Engineer with continuous information on the occupancy and/or condition of the track ahead.

This section presents rules governing the use of the CSS, including: movement without cab signals; testing the cab signal apparatus; conformity of cab signal with fixed signals; failure, flip, and nonconformity of the cab signals; and movement with cab signals but without wayside signals.
550. **Train Not Equipped with Cab Signal Apparatus**

(a) The movement of a train not equipped with cab signal apparatus is prohibited, except when authorized by the Timetable.

**EXCEPTION:** Work trains to and from work, and engines moving to and from shops are authorized to operate NOT equipped.

(b) Movements authorized by the Timetable to operate not equipped will:

1. Notify the Train Dispatcher/Control Operator before entering equipped territory.

2. Be governed by fixed signal indication observing Restricted Speed unless the Train Dispatcher/Control Operator authorizes Rule 556.

551. **Testing the Cab Signal Apparatus**

(a) **Departure Test**

1. The cab signal apparatus on the leading end of the first engine of each train must be tested and found to be operational within 24 hours before the engine leaves its initial terminal.

2. Engines dispatched from any point destined to cab signal territory must have a departure test and have cab signal equipment cut in before departure.

3. If test equipment is not available at a point where another unit will be required to become a lead unit, this unit must also be tested at the initial terminal.

4. The employee performing the test must post a signed copy of the test results in the cab of the locomotive and must leave a signed copy of the test results at the test location.

5. **Form 12061** will be used to report cab signal and LSL departure tests. The signed white copy is to be placed in the 3-compartment cab car holder on the locomotive. The yellow copy is to be left at the test location at the designated place to receive them.

6. When a copy of the test results cannot be left at the test location, the Train Dispatcher/Control Operator must be
notified. The Train Dispatcher/Control Operator must record the engine number, location, name of the person making the test and the results of the test on the record of train movements. The yellow and white copies must be left on the locomotive.

7. If the cab signal apparatus is de-energized after the departure test has been made, it must be tested again before entering equipped territory. Engines dispatched from points in CSS territory to points where test racks are not provided must have the cab signal apparatus energized for the entire trip. Test racks at locations other than terminals will be specified in the Timetable.

(b) Engineer’s Test of Audible Indicator

After taking charge of an engine, the Engineer must be assured that the cab signal apparatus is energized and that the audible indicator will sound when the acknowledging device is operated. If the audible indicator fails to sound when the acknowledging device is operated, the Engineer must not enter equipped territory. They must communicate with the Train Dispatcher/Control Operator and advise them of the situation.

(c) Operating from Equipped Unit Without Departure Test

If necessary en route to operate from an equipped unit or end that had not been given a departure test, the cab signals must be considered inoperative. Rule 554, “Movement with Inoperative Cab Signals,” must be observed.

(d) Cab Signal Failure on Equipment Used in Turnaround Service

Under the following conditions, a train that has experienced a cab signal failure may be dispatched from a turnaround point, governed by the rules that apply to an en route failure (Rules 554, 556 or 562):

1. The equipment is used in turnaround service between its originating terminal and the turnaround point.

2. The equipment received a satisfactory cab signal test within the previous 24 hours.

3. No mechanical forces are on duty at the turnaround point to repair the equipment.
The crew must advise the Train Dispatcher/Control Operator of the failure before leaving the turnaround point. The equipment must be repaired or replaced at the next forward point that will not cause undue delay to the train.

552. Conformity Between Cab Signals and Fixed Signals

(a) Cab Signal Does Not Conform to Fixed Signal: More Restrictive Signal Governs

The cab signal should conform to each fixed signal within 6 seconds after a train enters a block. If the cab signal and fixed signal do not conform, the more restrictive signal indication will govern movement through the block. The Engineer must notify the Train Dispatcher/Control Operator as soon as possible without delaying the train, giving location and track on which nonconformity occurred.

(b) Cab Signal Conforms to Fixed Signal: Fixed Signal Governs

If the cab signal conforms to the fixed signal upon entering the block, the fixed signal will govern.

553. Cab Signal Changes Between Fixed Signals

If the cab signal changes between fixed signals, the cab signal will govern, subject to the following restrictions:

(a) Cab Signal Changes to Restricting

When the cab signal aspect changes to Restricting between fixed signals, the Engineer must take action at once to reduce to Restricted Speed.

(b) Controlled Point/Interlocking Signal Requires Medium or Limited Speed, Cab Signal Changes to More Favorable Aspect

If the controlled point/interlocking signal requires Medium or Limited Speed and the cab signal changes to a more favorable aspect, the speed must not be increased until the train has run its length.

(c) Cab Signal Changes from Restricting to More Favorable

If the cab signal aspect changes from Restricting to a more favorable aspect, the speed must not be increased until the train has run its length.
(d) Cab Signal Changes from Clear to Approach Medium

If the cab signal changes from Clear to Approach Medium between fixed signals, trains must immediately begin reduction to Limited Speed, and must further reduce to Medium Speed, unless the next signal is seen to display a more favorable aspect.

**EXCEPTION**: If the cab signal does not conform to the fixed signal at the entrance to the block, and the fixed signal is more restrictive than the cab signal, the fixed signal will govern movement through the entire block.

554. **Movement with Inoperative Cab Signals**

The movement of a train equipped with cab signals not in operative condition for the direction of movement is prohibited. The only exception is when failure occurs after the engine leaves its initial terminal.

(a) **Engineer’s Responsibility**

If the cab signal fails en route, the Engineer must take the following actions:

1. Operate the train according to fixed signal indication and cab signal indication, if operable. Speed must not exceed 40 MPH, unless the Train Dispatcher/Control Operator authorizes **Rule 556**.

2. Pass no signal displaying Restricting, unless authorized by the Train Dispatcher/Control Operator.

3. Notify the Train Dispatcher/Control Operator and Conductor as soon as possible without delay to the train. The reason and location of the failure must be included in this report.

4. Consider the failed apparatus as inoperative until the engine has been repaired, tested and found to be functioning properly.

(b) **Train Dispatcher/Control Operator’s Responsibility**

Once advised of a cab signal failure, the Train Dispatcher/Control Operator must take the following actions:

1. He must inform the Train Dispatcher/Control Operator of the connecting dispatching district, division, or railroad.
2. He must not grant permission for the train to pass a Stop signal or Restricting signal, until determining that the block to be entered is not occupied. In an emergency, the Train Dispatcher/Control Operator may authorize movement into an occupied block.

555. Criteria for Determining Cab Signal Apparatus Failure

The cab signal apparatus will be considered as having failed if any of the following conditions occur:

(a) The audible indicator fails to sound when the cab signal changes to a more restrictive aspect.

(b) The audible indicator continues to sound even though the cab signal change was acknowledged and the speed of the train was reduced to the speed required by the cab signal indication.

(c) The cab signal fails to conform at 2 fixed signal locations in succession.

(d) Damage or fault occurs to any part of the cab signal apparatus.

(e) When approaching a fixed signal displaying Approach or more favorable aspect in CSS territory without fixed automatic block signals, the cab signal displays Restricting and fails to conform after passing the fixed signal.

(f) When approaching a fixed signal displaying Slow Clear, Slow Approach, Restricting, or Stop signal, and the cab signal displays an aspect more favorable than Approach.

EXCEPTION: This procedure does not apply when the fixed signal being approached is imperfectly displayed.

556. Train Dispatcher/Control Operator’s Authorizations for Movement

This rule applies only to:

(a) Movements authorized by the Train Dispatcher/Control Operator, as provided for in Rule 550, “Train Not Equipped with Cab Signal Apparatus” and Rule 554, “Movement with Inoperative Cab Signals.”
Movements made in accordance with Rule 561, “Cab Signal Portion of Wayside Signaling Equipment Not Operative.”

Such movements may proceed at Normal Speed, not exceeding 79 MPH. They will be governed by fixed signal indication and cab signal indication if operable, and must not pass a signal displaying Restricting unless authorized by the Train Dispatcher/Control Operator.

The Train Dispatcher/Control Operator must not grant permission for such movements to pass a Stop signal or Restricting signal, until he has determined that the block to be entered is not occupied. In an emergency, the Train Dispatcher/Control Operator may authorize movement into an occupied block.

557. **Train Dispatcher/Control Operator’s Responsibility for Recording Movements**

Train Dispatcher/Control Operator must make a written or electronic record on Record of Train Movements the movement of trains operating under any of the following conditions:

(a) Engines with inoperative cab signals.

(b) Engines not equipped with cab signals.

The Train Dispatcher/Control Operator must indicate those movements authorized to operate as provided by Rule 556, “Train Dispatcher/Control Operator’s Authorizations for Movement,” and Rule 562, “Movements in Territory Where Cab Signals are Used without Fixed Automatic Block Signals.”

558. **Cab Signal Aspect Flips**

(a) When cab signal aspect “flips,” momentarily changing aspect and then returning to the original aspect, the Engineer must notify the Train Dispatcher/Control Operator as soon as possible without delaying the train. The Engineer must give the following information:

“Cab signal flipped from [signal name] to [signal name] on No. [track] at [signal bridge or MP No.] or between [designated points if multiple occurrence].”

(b) When the “flip” holds for a duration which requires the cab signal to be acknowledged, the Engineer must so state when reporting the occurrence.
559. **Engineer’s Responsibility to Report on Forms**

In addition to verbally reporting flips, failures, non-conformities, and other unusual occurrences of the CSS apparatus as required by these rules, the Engineer will report them on the locomotive inspection report.

560. **Circumstances in Which Cab Signal Gives No Indication**

Cab signals will not indicate conditions ahead when the engine is:

(a) Moving against the current of traffic.

(b) Pushing cars.

(c) Running backward but not equipped with cab signal apparatus for backward movement.

561. **Cab Signal Portion of Wayside Signaling Equipment Not Operative**

If the cab signal portion of the wayside signaling equipment is inoperative, the Train Dispatcher/Control Operator must advise the Engineer verbally indicating the limits of the area affected by the malfunction in the equipment.

The cab signal apparatus must be cut in.

Movement within the limits of the affected area will be governed by Rule 556, “Train Dispatcher/Control Operator’s Authorizations for Movement.”

562. **Movements in Territory Where Cab Signals are Used without Fixed Automatic Block Signals**

The following requirements apply in territory designated by Timetable or Operations Bulletin where cab signals are used without fixed automatic block signals. Rules 554 and 556 will not apply in territory where this rule is in effect.

(a) **Signal Indications**

Interlocking and controlled point signal indications will govern movement within interlocking limits or through controlled points only. Distant signals, where in service, will govern approach to home signals. Between fixed signals, movement will be governed by cab signals.
If the cab signal and fixed signal do not conform when a train passes an interlocking or controlled point signal governing movement into or within Rule 562 territory, the more restrictive signal indication will govern movement through the interlocking or controlled point. Once the train clears the interlocking or controlled point, movement will be governed solely by the cab signal.

(b) Reverse Movements

Reverse movement must not be made without verbal permission of the Train Dispatcher/Control Operator. Before granting permission, the Train Dispatcher/Control Operator must determine that the track to be used is clear of opposing movements, and must ensure that blocking devices are applied to protect against opposing movements. Reverse movement must be made at Restricted Speed.

(c) Failure of Cab Signals

The movement of a train equipped with cab signals not in operative condition for the direction of movement is prohibited. The only exception is when failure occurs after the engine leaves its initial terminal.

If the cab signal fails en route, the Engineer must take the following actions:

1. Notify the Train Dispatcher/Control Operator and Conductor as soon as possible without delay to the train. The reason and location of the failure must be included in this report.

2. Operate at Restricted Speed, unless governed by a “Clear to Next Interlocking” signal, or a Track Authority Form authorizing Rule 563.

3. Consider the failed apparatus as inoperative until the engine has been repaired, tested and found to be functioning properly.

The Train Dispatcher/Control Operator must inform the Train Dispatcher/Control Operator of the connecting dispatching district, division, or railroad of the train with inoperative cab signals.

Conductors of trains approaching Rule 562 territory with inoperative cab signals must remind their Engineer of the requirements of Item 2. above, when the train is 2 miles from the Rule 562 territory, or at the last station stop prior to the Rule 562 territory.
(d) Engineer Not on Leading End

A train operating with the Engineer on other than the leading end of the movement must operate at Restricted Speed, unless governed by a “Clear to Next Interlocking” signal, or a Track Authority Form authorizing Rule 563.

(e) Field Part of CSS Inoperative

When the field part of the CSS is removed from service by the Signal Department, trains with operative cab signals may be authorized by the Train Dispatcher/Control Operator to operate according to Rule N280a, “Clear to Next Interlocking.”

The Train Dispatcher/Control Operator must issue trains a Track Authority Form indicating the limits of the CSS outage, and the interlocking(s) or controlled points where Rule N280a will be displayed. Trains must approach the interlocking(s) or controlled points where Rule N280a is to be displayed prepared to stop. If Rule N280a is not displayed, trains must stop and contact the Train Dispatcher/Control Operator for instructions.

If Rule N280a cannot be displayed, trains must receive a Track Authority Form substituting Track Authority rules for ABS and CSS rules, or a Track Authority Form to operate at Restricted Speed to the next interlocking.

563. Authorization for Movement in Rule 562 Territory

Trains operating in Rule 562 territory that have experienced a cab signal failure, or that are operating with the Engineer on other than the leading end of the movement, may be authorized by Track Authority Form to operate according to this rule when “Clear to Next Interlocking” signal cannot be displayed.

The Train Dispatcher/Control Operator must ensure that the track to be used is clear before issuing the Track Authority Form, which must be issued in the following format:

“Operate according to Rule 563 on No. 2 Track from Tulsa to Parker”

Trains receiving this authorization must not exceed 70 MPH within the designated limits. In addition, trains with inoperative cab signals or with the Engineer on other than the leading end must:
(a) Approach home signals prepared to stop.

(b) Determine that all non-interlocked facing point switches are properly lined before passing over them, unless otherwise instructed by the Train Dispatcher/Control Operator.

Determine that warning devices have been operating at least 20 seconds or gates (if equipped) are horizontal before occupying highway crossings equipped with automatic warning devices, unless otherwise instructed by the Train Dispatcher/Control Operator.

**YARDMASTERS**

570. **Receiving Instructions; Yardmasters**

Yardmasters report to and receive their instructions from the Superintendent or other designated officer.

571. **Authority and Responsibilities; Yardmasters**

(a) Yardmasters have charge of:

1. Their respective yards.
2. Making up and distribution of trains.
3. Handling of cars within yards.
4. Yard employees.
5. Train and engine crews while within yard limits.
6. Efficient handling of yard work.
7. Prompt movement of cars.

(b) Where practicable, they must see that:

1. Employees are in condition for the proper discharge of duty.
2. Crews report for duty with the prescribed number of employees at the appointed times.
3. Trains are properly made up and dispatched at the times prescribed.
4. Shipping papers are furnished together with any instructions concerning restricted cars or shipments to Conductors for the movement of cars in their trains.
Yardmasters are responsible for efficient handling of yard work and prompt movement of cars, properly inspected and accompanied by prescribed billing, and for having crews called and trains started at the appointed times.

572. **Governing Rules; Instructions**

Yardmasters must know and must require compliance with Operating Rules, laws and instructions governing:

- safety
- Hours of Service
- handling cars of hazardous materials
- handling cars of perishables
- weighing, switching and interchange
- loading and clearance limits
- prescribed records and reports

**TRAIN SERVICE EMPLOYEES**

580. **Receiving Instructions — Conductors and Trainmen**

Conductors and Trainmen report to and receive their instructions from the Division Superintendent or other designated officer. They must obey the instructions of Transportation Supervisors, Train Dispatcher/Control Operators, Yardmasters, and from officers of other departments on matters pertaining to those departments. Trainmen must obey the orders of their Conductor. In the absence of the Conductor, trainmen on an engine will obey the instructions of the Engineer.

582. **Conductors — Authority and Responsibilities**

(a) Conductors have charge of trains to which they are assigned.

(b) They are responsible for:

1. Safe and proper management of their train.
2. Protection and care of passengers and property.
3. Vigilance, conduct and proper performance of duty of other crewmembers.
4. Observance and enforcement of all rules and instructions.
5. Proper reporting of all delays.
(c) Conductor must maintain records and compile reports required by proper authority.

(d) Before starting, Conductor must secure the prescribed documents and know that air brakes have been properly tested and that trains are ready for movement.

583. Restricted Equipment

The Conductor must inform the Engineer of equipment or cars that restrict movement of the train or require special handling.

584. Operating an Engine

A promoted Engineer working in train service may operate an engine only under the direct supervision of the Engineer.

585. Waybills & Reports

(a) Conductor must see that proper waybills for cars to be moved are in their possession, and must examine waybills and comply with instructions shown.

(b) They must see that reports of cars set off, picked up, spotted, or pulled are properly prepared on prescribed forms and sent to the proper offices.

(c) Empty cars must be distributed as billed or as directed by proper authority.

586. Equipment with Defects

Conductor must if possible remedy defects in their equipment, and must remove from the consist any cars that are unsafe to run. They must report all defective brakes, hot boxes or other defects, as well as repairs made between terminals.

They must comply with instructions for reporting materials applied to cars and disposition of defective parts.

Conductor must not move cars bearing Bad Order tags without proper authority.

Cars bearing Home Shop tags must be moved in accordance with any restrictions shown.

588. Setting Off Cars on Line-of-Road

(a) Conductor must not permit cars or engines to be set out en route on any track not having derail protection, without obtaining
authority, in each instance, of the Train Dispatcher/Control Operator or Control Station.

(b) Cars must not be set off short of a waybill destination or a designated terminal except in an emergency or unless authorized by proper authority.

(c) When a car is set off because of a hot journal, it must be determined by inspection that:

1. The car can be safely moved to a set-off location.
2. Any grease seeping from a roller bearing has not been ignited.
3. Fire has not spread to the underside of the car floor or elsewhere.

(d) The Train Dispatcher/Control Operator must be notified immediately if fire is observed and must be advised the extent to which it has spread beyond the roller bearing.

NOTE: If necessary, a fire extinguisher from the locomotive may be used to put out the fire.

(e) When any car is set off in an emergency, the Train Dispatcher/Control Operator must be notified of:

- car initial and number
- contents
- destination
- location of the car and waybill
- the reason for setting out the car

Where applicable, the Conductor must specify the location of defects on the car by “A” end or “B” end and “left” or “right” side, etc.

591. Work Trains

Conductors in charge of work trains will observe the instructions of representatives of the service in which they are engaged.

592. Seating

Conductors will occupy a window seat in the operating compartment of the controlling lead unit of moving freight trains unless otherwise instructed by a division officer. The Trainmen must also ride in the lead unit, unless instructed by the Conductor to ride elsewhere.
ENGINE SERVICE EMPLOYEES

NOTE: Engine service employees include Engineers, locomotive Engineer trainees (LET’s), hostlers and hostler helpers. Rules for engine service employees in this Rule Book, apply when such employees are used.

600. Receiving Instructions; Governing Instructions

Engine service employees are directly responsible to and must follow the instructions of Division and Terminal officers. LET’s must follow the instructions of Engineers. Within shop limits engine service employees are under the direction of shop supervisors. They will follow the instructions of Dispatchers, Train Dispatcher/Control Operators, Yardmasters and of their Conductors with respect to the general management of their trains.

601. Qualification; Checking Inspection Forms

(a) Engine Service Employees must be:

1. Qualified on the physical characteristics of the territory over which they are to operate.

2. Qualified on the type of engine to which they are assigned, including any devices or auxiliaries attached to it.

(b) At a point where no mechanical forces are on duty, they will check the prescribed form in the cab to be sure that the unit or units of the engine consist have been inspected within the previous calendar day.

602. Responsibilities; Engine Service Employees

(a) Engine Service Employees are responsible for proper performance and handling of engines, for care of equipment and economical use of fuel and supplies.

(b) Engine Service Employees must inspect their engines where required, and report any defects or irregular conditions.

603. Executing Instructions

When there is no Conductor, or the Conductor is disabled, the Engineer is in charge of the train.

Exceptions to carrying out instruction may be made only if the instructions would endanger safety or commit a violation of the rules.
604. **Use Caution; Exercise Care**

(a) Engineers must use caution and good judgment in starting and stopping trains and controlling slack to prevent damage to equipment.

(b) In moving and coupling cars, they must exercise care to avoid disturbance to passengers, injury to persons, or damage to equipment or property.

605. **Protecting Adjacent Tracks**

If an obstruction is seen on another track, Engineers must arrange protection and must notify other trains.

606. **Leaving the Engine Cab**

(a) Engineer must not leave the engine cab while the train is in motion. When the train is stopped, Engineer may leave the engine cab only when brakes have been properly applied.

(b) Engineer must not leave the engine while on main track, except to perform duties required by the rules.

608. **Use of Sand**

Excessive use of sand is prohibited:

(a) Within controlled point/interlocking limits.

(b) Within control circuits of crossing signals.

(c) When passing over power-operated switches.

(d) When passing over derails or spring switches.

(e) On rail connections of drawbridges.

609. **Defect Messages**

An Engineer notified by radio communication of hot journals or other defects in their train must promptly acknowledge such notification and stop the train immediately for inspection.
611. Observance of Roadway Workers

The Engineer of a train or engine approaching roadway workers on or near the track will immediately sound a series of short blasts on the engine whistle as prescribed by rule, regardless of state laws or ordinances to the contrary. The whistle signal shall be prolonged or repeated until a member of each roadway work group encountered acknowledges the approaching movement by radio or hand signal. (See RWP rules).

613. Engineer’s Responsibility for Other Persons

The Engineer:

(a) Is responsible for the vigilance and conduct of other persons on the engine.

(b) Will ensure others are familiar with their duties and instruct them if necessary.

614. Operating an Engine

(a) Only employees certified to do so will operate a locomotive or train.

(b) A locomotive Engineer trainee may operate a locomotive or train only under direct supervision of a certified Engineer.

PILOTS

615. Acting as Pilot

While acting as a Pilot, Engine Service Employees will:

• occupy the operating compartment of the leading locomotive
• provide instruction on safe movement to the operator

In the absence of a qualified Conductor a pilot must perform the duties of Conductor and conform to the rules relating to that position.

A pilot may enlist the assistance of crewmembers in any duties relative to the prompt and safe movement of their trains.
TRAIN DISPATCHER/CONTROL OPERATORS

630. Receiving Instructions; Train Dispatcher/Control Operators

Train Dispatcher/Control Operators report to and receive instructions from the Chief Dispatcher and other Division or Terminal officers.

631. Assignment to a District: Qualification

(a) Train Dispatcher/Control Operators must be qualified on a dispatching district before accepting an assignment.

(b) A Train Dispatcher/Control Operator who has not performed service on a dispatching district during the previous 12 months must not accept assignment to that position without approval of the designated officer.

632. Responsibilities; Train Dispatcher/Control Operators

Train Dispatcher/Control Operators will:

(a) Issue authorities for movement and other instructions as required for the safe and efficient movement of trains and On-Track equipment.

(b) See that authorities are transmitted, recorded, and repeated according to prescribed forms and rules.

(c) Ensure that blocking devices applied afford the necessary protection.

(d) Record the movement of trains.

(e) Record delays as required.

(f) Note on the train sheet important incidents occurring during their tours of duty and will make the various other records required.

(g) Report any violation of the Operating Rules and any irregularity relating to the movement of trains.

(h) Keep informed of weather and unusual conditions that may affect the movement of trains.

(i) Ensure that a track is clear of approaching, opposing, or following movements before granting track occupancy or fouling authority.

634. Issuing Instructions

(a) Train Dispatcher/Control Operators must issue instructions clearly so as not to be misunderstood.
(b) They must take the initiative to:

1. See that trains are moved safely.
2. Anticipate dangerous conditions.
3. Not issue unsafe combinations of instructions/authorities.

635. Transfer Record

(a) When being relieved, Train Dispatcher/Control Operator must prepare a transfer to include:

1. All outstanding and active movement authorities, track authorities, and messages.
2. All items included in the Train Clearances currently in effect.
3. Any other information relative to existing conditions.

(b) When transferring territory the relieving Train Dispatcher/Control Operator must:

1. Be thoroughly familiar with locations of trains.
2. Understand the information contained in the transfer.

(c) The relieving Train Dispatcher/Control Operator, when territories are transferred to their responsibility, must be certain they are thoroughly familiar with locations of trains, understands the information contained in the transfer, and must indicate acceptance of the transfer.

636. Blocking Devices

Whenever the use of blocking devices is required, a record must be maintained. This record must be made at once, never from memory or memoranda. If the record is manually recorded it must be on the prescribed form, and must indicate the time blocking devices are applied and removed.

Once blocking devices have been applied, they must not be removed until protection is no longer required.

637. Presence on Duty; Relief

During assigned hours, Train Dispatcher/Control Operators must not leave their offices without permission. Where consecutive shifts are assigned, the Train Dispatcher/Control Operator ending a tour of duty must not leave until relieved.
ROADWAY WORKER PROTECTION RULES

The following rules prescribe minimum safety standards for the protection of roadway workers. Roadway workers responsible for the On-Track safety of others will provide themselves with and maintain a copy of these rules.

750. Roadway Worker Responsibility

(a) Each roadway worker is responsible for following Roadway Worker Protection safety rules.

(b) A roadway worker will not foul a track unless necessary in the performance of duty.

(c) Each roadway worker is responsible for ascertaining that On-Track safety is provided before fouling a track.

751. Supervision and Communication

(a) When a roadway worker is assigned duties that require fouling a track, he will be provided with a Job Safety Briefing that includes information on the means by which On-Track safety is to be afforded, and instruction on the On-Track safety procedures to be followed.

(b) A Job Safety Briefing for On-Track safety is considered complete after the affected roadway workers have either acknowledged understanding of the Roadway Worker Protection rules and instructions or been afforded the opportunity to request explanation of any issues that are not understood.

(c) Every roadway work group whose duties require fouling a track will have 1 roadway worker designated to provide On-Track safety for all members of the group. The designated person must be qualified on the rules prescribing protection for each individual in the group. The responsible person may be designated generally, or specifically for a particular work situation.

(d) Before any member of a roadway work group fouls a track, the designated person providing On-Track safety for the group will inform each roadway worker of the On-Track safety methods to be used and followed during the performance of the work at that time and location. Each roadway worker must again be so informed at any time the On-Track safety methods change during the work period. Such information will be given to all roadway workers affected before the change is in effect.
(e) A lone worker will communicate at the beginning of each duty period with a supervisor, or in the supervisor's absence with another employee who has been designated by a supervisory officer, to receive a Job Safety Briefing and to advise his/her planned itinerary and the procedures he intends to use for On-Track safety.

A lone worker called out during off-duty hours who anticipates that he will have to foul a track will communicate with the employee who calls him/her out to effect a Job Safety Briefing and to advise his/her planned itinerary and the rules he intends to use for On-Track safety. If this is not possible, the above stated communication must be made with the Train Dispatcher/Control Operator or other employee in charge of train and engine movements where he expects to be working. An interruption in communications does not prevent a lone worker from starting work; however, the Job Safety Briefing must be conducted as soon as possible after the beginning of the work period when communications are restored.

752. Working Limits, Generally

(a) Only a roadway worker who is qualified will establish or have control over working limits for the purpose of establishing On-Track safety.

(b) Not more than 1 roadway worker will have control over working limits for the purpose of establishing On-Track safety.

(c) Movement of trains, engines, and other railroad equipment within working limits will be made only under the direction of the roadway worker having control of the working limits. Such movement will be at Restricted Speed.

(d) All affected roadway workers must be notified before working limits are released for the operation of trains, engines, or other railroad equipment. Working limits must not be released until all affected roadway workers have either left the track or have been afforded On-Track safety through train approach warning (watchman/lookout).

(e) Working limits on Controlled Track must be protected as prescribed by, Exclusive Track Occupancy.

(f) Working limits on Non-Controlled Track must be protected as prescribed by Inaccessible Track.
753. **Exclusive Track Occupancy**

Working limits on Controlled Track protected through the use of Exclusive Track Occupancy must comply with the following requirements:

(a) The authority for exclusive track occupancy given to the roadway worker in charge of the working limits will be transmitted on a written or printed document directly, by relay through a designated employee, in a data transmission, or by verbal communication, to the roadway worker by the Train Dispatcher/Control Operator or Control Station.

1. Where authority for exclusive track occupancy is transmitted verbally, the authority must be written on an authorized Form designed for Track Authority as received by the roadway worker in charge and repeated to the issuing employee for verification.

2. The roadway worker in charge of the working limits must maintain possession of the written or printed authority for exclusive track occupancy until the end of the day following the date entered on the form.

3. The Train Dispatcher/Control Operator or Control Station must make a written or electronic record of all authorities issued to establish exclusive track occupancy.

(b) The extent of working limits established through exclusive track occupancy will be indicated by one or more of the following physical features clearly identifiable to a locomotive Engineer or other person operation a train, engine, or other railroad equipment.

1. A flagman with instructions and capability to hold all trains, engines, or other railroad equipment clear of the working limits.

2. A fixed signal displaying “Stop” or a remotely-controlled switch lined to divert movements away from working limits as prescribed by rule.

3. Any station shown in the Timetable that is identified by name with a sign beyond which train movement is prohibited by train movement authority, or Track Authority.
4. A milepost beyond which train movement is prohibited by train movement authority, or Track Authority.

5. A fixed definable location such as mileposts, switches, road crossings, and bridges, designated by both name and milepost location, including tenths of a mile, that trains, engines, or other railroad equipment may not pass unless authorized by the Train Dispatcher/Control Operator or Control Station.

754. Train Coordination

(a) Working limits established by train coordination must be within the segments of track or tracks upon which only 1 train or locomotive holds exclusive authority to move.

(b) To establish working limits by train coordination, a roadway worker must communicate with the Engineer, or Conductor if communication cannot be established with the Engineer, in control of the train or locomotive holding the exclusive authority to move, and must determine:

1. The train number or controlling locomotive number.

2. The train or locomotive is visible to the roadway worker who is establishing the working limits.

3. The train or locomotive is stopped.

4. That further movements of the train or locomotive will be made only as permitted by the roadway worker in charge of the working limits while the working limits remain in effect, and they will make such movement at restricted speed. (NOTE: The train or locomotive does not have to remain within the roadway worker’s vision after the initial contact.)

5. The working limits are protected from other train and locomotive movements.

(c) The roadway worker in charge will communicate with the Engineer, or the Conductor if communication cannot be established with the Engineer, in control of the train or locomotive to ensure that the exclusive authority to occupy the track is not terminated until the roadway worker in charge has released the working limits to the Engineer or Conductor. All train crewmembers must be made aware, by the Engineer or Conductor granting the authority, of the working limits granted to the roadway worker in charge.
(d) When working limits are established by train coordination, the roadway worker in charge must complete **NS Form 12000. JOINT OCCUPANCY OF WORK LIMITS.** **NS Form 12000** must contain:

1. Identification of the train or controlling locomotive number.
2. Name of crewmember that train coordination was established with.
3. Extent of working limits.
4. Time working limits are in effect.

**NOTE:** Train Coordination may be established by a single employee or an employee in charge of a work group or gang.

Completed **Joint Occupancy Form 12000** must be kept until the end of the day following the date entered on the form.

### 755. Inaccessible Track

Working limits on Non-Controlled Track will be established by rendering the track within working limits inaccessible to trains, engines, or other railroad equipment. No train, engine, or other railroad equipment, except those moving under the direction of the roadway worker in charge, may be located within working limits on non-controlled track.

The extent of working limits established as inaccessible track must be defined by one or more of the following physical features:

(a) A flagman with instructions and capability to hold all trains, engines, or other railroad equipment clear of the working limits.

(b) A hand-operated switch or derail aligned to prevent access to the working limits and secured with an effective securing device.

(c) A remotely-controlled switch aligned to prevent access to the working limits, and the Train Dispatcher/Control Operator:

1. Has secured the switch by applying protective blocking to the control machine.
2. Has notified the roadway worker who requested the working limits that the protection has been provided.
3. Is not permitted to remove the protective blocking until receiving permission to do so from the roadway worker who requested the working limits.
(d) The operator of the remotely-controlled switch must keep a record of:

1. Date, time and name of person requesting switch protection.
2. Identification of track(s) protected.
3. Date, time, and name of person authorizing removal of the protection.

These records must be maintained for 15 days.

(e) An obstruction in or on the track that prevents passage of trains, engines, or other railroad equipment into the working limits.

756. Train Approach Warning Provided by Watchmen/Lookouts

Roadway workers in a roadway work group who foul any track outside of working limits will be given warning of approaching trains, engines or other railroad equipment by one or more watchmen/lookouts in accordance with the following provisions. (NOTE: Train Approach Warning will not be used for protection of On-Track equipment or for any track maintenance or construction that would interfere with the safe passage of trains and engines.)

(a) Train approach warning must be given in sufficient time to enable each roadway worker to move to and occupy a place of safety not less than 15 seconds before a movement operating at maximum authorized speed on that track can pass the location of the roadway worker.

(b) Watchmen/lookouts assigned to provide train approach warning must devote full attention to detecting the approach of trains, engines, or other railroad equipment and communicating a warning thereof, and must not be assigned or perform any other duties while functioning as watchmen/lookouts.

(c) Watchmen/lookouts must be properly equipped to provide visual and audible warning such as whistle, air horn, white disk, red flag, lantern, or fusee. The means used by a watchman/lookout to communicate a train approach warning must be distinctive and clearly signify to all recipients of the warning that a train, engine, or other railroad equipment is approaching.
(d) Every roadway worker who depends upon train approach warning for On-Track safety must maintain a position that will enable him/her to receive a train approach warning communicated by a watchman/lookout at any time while On-Track safety is provided by train approach warning.

(e) Watchmen/lookouts will communicate train approach warnings by a means that does not require a warned employee to be looking in any particular direction at the time of the warning, and which can be detected by the warned employee regardless of noise or distraction of work.

(f) Every watchman/lookout will be provided with the equipment necessary for compliance with the On-Track safety duties that the watchman/lookout will perform.

757. On-Track Safety Procedures for Roadway Work Groups

(a) No roadway worker that is a member of a roadway work group may foul a track unless On-Track safety is provided by one of the following forms of protection:

1. Working Limits Generally.
2. Exclusive Track Occupancy.
3. Train Coordination.
4. Inaccessible Track.
5. Train Approach Warning provided by Watchmen/Lookout.

(b) No roadway worker that is a member of a roadway work group may foul a track without having been informed by the roadway worker responsible for the On-Track safety of the roadway work group that On-Track safety is provided.

(c) Roadway work groups engaged in large-scale maintenance or construction shall be provided with train approach warning, as prescribed by rule, on adjacent tracks that are not included within working limits.

758. On-Track Safety Procedures for Lone Workers

(a) A lone worker who fouls a track while performing routine inspection or minor correction work may use Individual Train Detection to establish On-Track safety only as prescribed in this rule.
(b) A lone worker retains the right to use On-Track safety procedures other than individual train detection if he deems it necessary, and to occupy a place of safety until a different form of On-Track safety can be established.

(c) Individual train detection can be used to establish On-Track safety only:

1. By a lone worker that has been qualified to do so.
2. While performing routine inspection and/or minor correction work.
3. On a track outside the limits of a manual interlocking, a controlled point, or a remotely controlled hump yard facility.
4. Where the lone worker is able to visually detect the approach of a train, engine, or other railroad equipment moving at maximum authorized speed on that track, and move to a previously determined place of safety not less than 15 seconds before the train, engine, or other railroad equipment would arrive at the location of the lone worker.
5. Where no power-operated tools or roadway maintenance machines are being used in a manner that impairs the hearing of the lone worker.
6. Where the ability of the lone worker to hear and see approaching trains, engines, and other railroad equipment is not impaired by background noise, lights, precipitation, fog, passing trains, or any other physical conditions.

(d) The place of safety to be occupied by a lone worker upon the approach of a train, engine, or other railroad equipment may not be on or fouling a Controlled Track, unless working limits are established on that track.

(e) The lone worker using individual train detection for On-Track safety while fouling a track may not occupy a position or engage in any activity that would interfere with that worker’s ability to maintain a vigilant lookout for and detect the approach of a train, engine, or other railroad equipment moving in either direction.

(f) A lone worker using individual train detection to establish On-Track safety must first complete a written **Statement of On-Track Safety (NS Form 11970)**. The Statement must designate the limits of the track for which it is prepared, and the date and time for which it is
valid. The Statement must show the maximum authorized speed of trains within the limits for which it is prepared, and the sight distance that provides the required warning of approaching movements. The lone worker using individual train detection to establish On-Track safety must produce the Statement of On-Track Safety when requested by a representative of the Federal Railroad Administration or an officer of Norfolk Southern.

759. Roadway Worker Visibility

Roadway workers will be provided with highly visible apparel (a white hard hat) that must be worn for the purpose of enhancing detection of their presence by crews of approaching trains and engines or the operator of approaching On-Track equipment. The Engineer of an approaching train or engine or the operator of On-Track equipment will immediately sound a series of short blasts on the whistle/horn as prescribed by Rule 14(p). A member of each roadway work group encountered will acknowledge the approaching movement by radio or hand signal, Rule 12(c).

USE AND OPERATION OF ON-TRACK EQUIPMENT

800. Responsibilities; On-Track Equipment

Operator or employee in charge of On-Track equipment will be responsible for its safe movement and proper operation.

801. Qualification and Examinations

Operators of On-Track equipment or employee in charge of maintenance operations that affect the safe movement of trains must be examined and qualified on these rules or be working under immediate (on-the-job) supervision of personnel who have been examined and qualified on these rules.

802. Employee in Charge of On-Track Equipment or Maintenance

The operator or employee in charge of On-Track equipment or maintenance operations that affect the safe movement of trains must:

(a) Have a reliable watch.
(b) Possess a current Timetable while on duty.

(c) Be familiar with the method of train operation and the physical characteristics of the territory. If the operator is not familiar with the territory, then a qualified employee must accompany him/her.

803. **Use of On-Track Equipment**

(a) On-Track equipment will be used only for Company business.

(b) Without proper authority, no one but employees of the Company, in the discharge of their duties, will be permitted to ride On-Track equipment.

(c) Employees occupying moving On-Track equipment must be securely positioned and braced at all times to avoid injury in the event of a sudden stop. They must occupy a seat when available.

(d) On-Track equipment shall not be overloaded with tools or material, and such items must be placed away from moving parts and secured.

804. **Equipment Inspection**

(a) Foremen have overall responsibility, and operators have immediate responsibility, for inspecting and maintaining equipment assigned to them.

(b) Before On-Track equipment is placed in service, daily inspection must be made for loose bolts, missing cotter keys, fuel leaks, improper brake adjustment, improper wheel gauge, worn wheels, and other items as instructed.

(c) Brakes must be examined each day before using On-Track equipment. When equipment is placed on track, a running test of brakes must be made immediately after starting.

(d) On-Track equipment should be serviced during daylight hours if possible.

806. **Flagging Equipment**

Operator or employee in charge must have fusees, a red flag by day and a white light at night ready for immediate use, separate from tools and materials. Fusees must be carried in an approved metal container.
807. Movement in Yard Limits and Rule 251 Territory

(a) Where designated by Timetable, the Train Dispatcher/Control Operator may authorize the operation of On-Track equipment in Rule 251 territory. Protection may be provided by controlled signal or by withholding the authority for operation of trains and engines. The Train Dispatcher/Control Operator will be responsible for insuring that the affected track section is clear and maintained clear of conflicting movements.

(b) Light movements of On-Track equipment may be made on a main track within yard limits and on yard running tracks, thoroughfares, switching leads, and similar auxiliary tracks when authorized by the Train Dispatcher/Control Operator, Yardmaster, or other designated employee responsible for directing train and engine movements in the area. The instructions will be recorded by the issuing employee and written out and repeated from written copy on an authorized Form by the receiving employee to guard against error or misunderstanding.

(c) Yard limits do not afford protection for movement of On-Track equipment. Except within controlled point/interlocking limits, movement of On-Track equipment within yard limits will be directed by the Yardmaster or other designated authority.

808. Protection on Controlled Track

(a) Before On-Track equipment enters or fouls controlled track, employee in charge must obtain authority from Control Station, except as provided in Rule 809. Authority must be written on Track Authority Form and repeated to Control Station for confirmation. Authority must specify time, limits and tracks to be used, and will be made known to employees accompanying equipment.

(b) The Control Station must inform the person who obtains limits that:

1. Blocking is applied to the control machine.
2. The intended movement has been recorded on the prescribed form.

If such confirmation is not given, the person obtaining working limits must ask for and receive it before movement begins.
(c) On-Track equipment must clear specified tracks not later than specified time, unless the time is extended on authority of the Control Station.

(d) When occupying Controlled Track, On-Track equipment must not pass the home signal in direction of movement at either end of the limits without additional authority.

(e) Clearing for time limit or at direction of Control Station voids authority. After clearing, the person who obtained the working limits must report clear to Control Station.

809. Joint Occupancy of Working Limits

(a) Joint occupancy of working limits is permitted for On-Track equipment or roadway workers without notifying the Train Dispatcher/Control Operator or Control Station:

1. In territory governed by Rule 251 and Rule 261, when authorized by the employee in charge of time and working limits.

2. In territory governed by Rule 171 and Rule 271, when authorized by the employee named in a Track Authority authorizing a “WORK BETWEEN” two specific points.

(b) Before granting authority for joint occupancy, the employee who obtained the original time and working limits or Track Authority from the Train Dispatcher/Control Operator or Control Station will be responsible for recording on the prescribed form:

1. The name of the employee receiving authority for joint occupancy.

2. The limits of joint occupancy and time authorized.

(c) The employee receiving authority for joint occupancy of working limits must record and repeat from written copy off the prescribed form to the employee in charge:

1. Track Authority Number.

2. The limits of joint occupancy.

3. Tracks to be used.

4. Any restrictions that may be in effect.
810. **Non-Interlocked Railroad Crossing at Grade**

At non-interlocked railroad crossings at grade, all On-Track equipment must stop short of the crossing and must not proceed over it until the way is seen to be clear.

811. **Insulated On-Track Equipment**

Insulated On-Track equipment (which does NOT shunt track circuits) must stop short of interlocked railroad crossings at grade. If power switches or derails will be traversed, it must be arranged for the Control Station to protect the route. Then when the way is seen to be clear, movement may proceed.

812. **Non-Insulated On-Track Equipment**

Except as provided in Rule 811, operation of On-Track equipment within interlocking limits will be governed as follows:

- **CONTROLLED INTERLOCKINGS (C)** — by provisions of Rule 238
- **AUTOMATIC INTERLOCKINGS (A)** — by provisions of Rule 238

813. **Fouling of a Railroad Crossing at Grade**

On-Track equipment must not stand fouling a railroad crossing at grade unless protection has been provided.

814. **Speed of On-Track Equipment**

(a) On-Track equipment must at all times be prepared to stop within half the range of vision.

(b) Passenger type Hi-Rail vehicles 10,000 lbs. or less gross vehicle weight (GVWR), must not exceed 35 MPH. Other On-Track equipment must not exceed 30 MPH.
(c) Speed must be adjusted when stopping distance is affected by conditions such as grade, load, or rain, frost or grease on the rail.

(d) Care must be taken to avoid striking anything lying on or across the rail.

815. **Highway Grade Crossings; Warning Devices**

(a) On-Track equipment approaching a highway grade crossing must be prepared to stop short and must not enter the crossing until the way is known to be clear.

(b) On-Track equipment must not be operated over a crossing protected by manually-operated gates or by a watchman until gates are down or watchman is in position to protect movement.

(c) Warning devices, where provided, must be sounded when:

1. Passing passenger stations.
2. Moving through tunnels.
3. Approaching and passing over grade crossings.
4. Approaching anyone on or near the track.
5. Other times when necessary to give warning (i.e. Roadway Workers. See *Operating Rule 759*).

816. **Operating with Caution**

(a) On-Track equipment must be operated with caution when moving over switches and frogs, through tunnels, over bridges, and while passing anyone on or near the track.

(b) Equipment must not be run between a standing passenger train and the platform that passengers are using.

817. **Vigilant Lookout; Conduct**

Each employee must assist the operator in keeping vigilant lookout for trains, other equipment or obstructions, on or off the track, including people, vehicles, animals, contractors' equipment or anything that could affect safe movement.

While in motion, operators and occupants of equipment must remain vigilant. Not engage in unnecessary conversation or in boisterous conduct while equipment is in motion.
818. **Shunting**

Rail test cars and similar On-Track equipment cannot be depended on to actuate automatic block or highway crossing signals.

820. **Moving Against the Current of Traffic**

Where two or more tracks are signaled for movement with the current of traffic, equipment must not move against the current of traffic except under flag protection or by arrangement with Train Dispatcher/Control Operator or Control Station for protection.

821. **Following Trains; Spacing Equipment**

(a) On-Track equipment must not follow nearer than 600 feet behind a train or engine moving on main track, and must not approach a standing train or engine nearer than 200 feet except when necessary to clear.

(b) Two or more units of equipment moving in the same direction must be sufficiently spaced to prevent accident. Before stopping or slowing down, occupants of each unit must signal those following.

822. **Securing**

(a) Unattended On-Track equipment either on or off the rail must be secured, locked, and left clear of all tracks that are in service without blocking view from crossings.

(b) Equipment standing on grades must be properly secured.

823. **Operation at Night**

On-Track equipment operating at night must display a white light to the front and a red light to the rear when so equipped.

825. **Protection by Flag**

(a) When On-Track equipment is moving under circumstances in which it may be overtaken by a train, lighted fusees must be thrown off at intervals that do not exceed the burning time of a fusee.

(b) When necessary to protect On-Track equipment by flag, a qualified employee must be sent out with flagging signals a sufficient distance to insure full protection.

(c) Flagging instructions must be in writing, and signatures of Engineers must be obtained after they have read the instructions.
(d) On-Track equipment must not pass a flagman until the employee in charge understands the flagging instructions.

826. Inspecting Passing Trains

Employee in charge of On-Track equipment must designate specific employees to make visual inspection of passing trains, on both sides if safety permits. Any defect observed must be made known to the train crew if possible, and must also be reported to Train Dispatcher/Control Operator.

827. Approaching Trains

In signaled territory, employee in charge and all occupants of On-Track equipment must observe block signals and know the location of an approaching train causing signal indication to change.

828. Drawbridges

Approaching drawbridges, On-Track equipment must stop before reaching rail joints that connect running rails with drawspan, and joints must be inspected to know that bridge is locked in place before proceeding.

829. Riding Equipment; Adjustments

(a) On moving equipment, occupants must not stand, hang legs over side, sit on one machine with feet on another, ride between machines in any way, step from one machine to another, or change from one location to another.

(b) Adjustments to motors of On-Track equipment must not be attempted while in motion.

830. Repairs to Equipment

Adjustment or repair of On-Track equipment is prohibited when any employee could contact or be caught by moving parts. Before attempting repair, the equipment must be shut off and locking devices, where provided, must be applied.

831. Rail Sweeps

Rail sweeps, where provided, must be frequently inspected, kept in good repair, and kept in sweep position when equipment is in motion. The equipment should not be operated in reverse except in emergency or for short moves.
832. Pushing, Towing,Coupling Equipment

(a) On-Track equipment must not push or tow similar equipment except in case of necessity, and then only when coupled with prescribed rigid coupler and safety pins. Employees must not ride on a pushcar or pole car being pushed or towed, or go between any coupled equipment while in motion.

(b) When units of On-Track equipment are to be coupled, 1 unit must be standing, and everyone but operator of the moving unit must stand clear until the moving unit stops in approximate coupling position. Only then may the employee who will make coupling step between units and signal operator to move as necessary to complete coupling.

833. Fuel Tanks; Open Flames; Cooling Systems

(a) Fuel tanks must not be filled or drained inside any building or while motor is running. Tanks must not be drained in or near cars, depots or platforms.

(b) Open flame or burning material must not be used to warm cylinders or manifolds when starting motors.

(c) Gasoline must not be carried on equipment except in a labeled SAFETY CAN bearing UL or FM logo.

(d) Care must be taken to see that cooling system is protected and does not freeze.

834. Switch-Derail Position

(a) The position of a switch or derail being used is the responsibility of the operator of equipment using the switch or derail.

(b) When a main track switch has been lined for movement of On-Track equipment or for other reason, the switch must be restored to normal position, locked, and the lock must be tested. Before departing, On-Track equipment must, if possible, make a facing-point movement over the switch to make sure it is properly positioned.

(c) Spring switches must be operated by hand when necessary to move equipment through them.
835. Operation of FRA Track Geometry Car, Sperry Rail Test Cars, and Rail Grinders

(a) FRA Track Geometry Car:

1. Will be operated on signal indication, and

2. The Control Station must provide protection against opposing and following trains in the same block at all times.

3. On-Track equipment may follow under provisions of Roadway Worker Protection rules.

4. Rule 238 applies.

(b) Sperry Rail Test Cars and Rail Grinders:

1. While testing or working:

   a. The Control Station must provide working limit protection against opposing and following trains in the same block at all times.

   b. On-Track equipment may occupy the same block under provisions of Roadway Worker Protection rules.

   c. Rules governing the operation of On-Track equipment apply.

2. While tramming:

   When piloted by a Transportation Department employee for the purpose of an overhead movement (not engaged in testing or working), the movement will be governed by signal indication and/or a Track Authority Form. In Rule 261 territory, blocking protection must be provided behind the movement at all times. Speed must not exceed 30 MPH or the maximum authorized freight train speed, whichever is less, and an absolute block must be maintained.
REMOTE CONTROL OPERATIONS

1.0 DEFINITIONS & ABBREVIATIONS

OPERATOR CONTROL UNIT (OCU)

A portable radio transmitter used by the Remote Control Operator (RCO) to send commands to a Remote Control Locomotive (RCL).

PULLOUT STOPPING PROTECTION (PSP)

An automated control system for RCL equipped locomotive that provides stopping protection on designated tracks. Tracks equipped with PSP will be designated by Bulletin or Timetable Special Instructions.

REMOTE CONTROL AREA (RCA)

An area where Remote Control Locomotives may operate. Signs will be erected to identify Remote Control Areas.

REMOTE CONTROL LOCOMOTIVE (RCL)

A Remote Control Locomotive is one which, through use of a radio transmitter and receiver system can be operated by an employee not physically within the confines of the locomotive cab. For purposes of this definition, the term Remote Control Locomotive does not refer to a locomotive or locomotive consist remotely controlled from the lead locomotive of a train in a Distributed Power arrangement.

REMOTE CONTROL OPERATOR (RCO)

An employee who utilizes a portable radio transmitter in connection with operations involving a Remote Control Locomotive (RCL), with or without cars.

REMOTE CONTROL RECEIVER (RCR)

A system on-board a Remote Control Locomotive which receives commands from the Remote Control Transmitter (RCT), processes the commands, and directs the locomotive to execute them.
REMOTE CONTROL SYSTEM (RCS)

All transmitters and receivers necessary to safely operate and control a Remote Control Locomotive.

REMOTE CONTROL ZONE (RCZ)

One or more tracks, with defined limits designated by Bulletin or Timetable Special Instructions, where a Remote Control Locomotive may operate exclusively when the zone is activated by the designated authority.

2.0 GUIDELINES

(a) Each employee who operates a Remote Control Locomotive must be certified and qualified in accordance with 49CFR240.

(b) Prior to the beginning of each job or when conditions change, a Job Safety Briefing must be conducted in accordance with Safety and General Conduct Rule GR-38.

(c) When “3-Step Protection” is required, the Remote Control Operator must:
   1. Place the OCU speed control in the STOP position.
   2. Place the directional control in neutral.
   3. Apply the locomotive brake and if the air is coupled and cut in, the automatic brake.

“3-Step Protection” must not be released by the RCO until each employee who has requested protection has advised that they are in the clear.

(d) Each Remote Control Operator must have:
   • an approved vest
   • an operative, holstered hand-held radio equipped with an external microphone

(e) While performing duties, the RCO must wear the vest and harness with the OCU properly attached and turned “On”.

The OCU and harness must not be altered or worn in any manner that would negate the OCU tilt feature.
(f) All Remote Control movements are considered shoving movements, except when the RCO is riding the lead locomotive in direction of movement in position to visually observe conditions ahead.

When initiating a Remote Control shoving movement:

1. The RCO must visually determine the direction of movement, or a crewmember must visually determine the direction of movement and confirm with the RCO.

2. If confirmation of direction of movement is not received, the movement must be immediately stopped.

(g) No more than the equivalent of 12 powered axles may be used to make a shove movement or back-up movement with Remote Control Locomotives.

**EXCEPTION:** The equivalent of 18 powered axles may be used to make a shove movement or back-up movement with Remote Control Locomotives in compliance with special instructions at the following hump classification yards:

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<th>HUMP CLASSIFICATION YARD</th>
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<td>Macon</td>
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<tr>
<td>Piedmont</td>
<td>Linwood</td>
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The provisions of **NS-1, Rule L-242** “Back Up Movement” and **NS-1, Rule L-248** “Helper/Pusher Service” remain in full force.

(h) The Remote Control Operator on a Remote Control assignment must apply the prescribed tag on the throttle indicating the locomotive is being used in a Remote Control mode. The Remote Control Operator who applied the tag must remove it when the locomotive is placed in manual mode.

(i) A Remote Control Operator must not operate the RCL while riding in a vehicle or on equipment (other than the RCL or equipment coupled to the RCL).

(j) A Remote Control Operator may operate only 1 RCL consist at a time.

(k) Remote Control Operators will advise their immediate supervisor of any problems or malfunctions with the Remote Control equipment or system.
3.0 SETUP AND TESTING

(a) Prior to operating an OCU, the RCO must ensure the equipment is properly setup and tested in accordance with prescribed procedures. If 2 OCUs are to be utilized, each unit must be tested.

(b) When an RCO relieves another RCO, the relieving RCO must test the equipment in accordance with the prescribed procedures.

4.0 SECURING EQUIPMENT

(a) When a Remote Control Locomotive is left unattended, the locomotive must be secured in the following manner:

1. Secure locomotive as prescribed in NS-1, Rule L-236.
2. Turn off each OCU programmed to the RCL.
3. If going off duty, place the RCL in manual operation mode unless another RCO is physically present to take control of the RCL.
4. Store and secure the OCU properly or maintain in the RCO’s immediate possession.

(b) When Blue Signal Protection of the Remote Control Locomotive is required, the RCL must be placed in the manual mode and properly secured.

(c) Car(s) left standing must be secured with hand brakes as required by System Timetable Instruction 105-1 “Hand Brake Requirement”.

EXCEPTION: At locations authorized by Timetable Instructions, equipment consisting of Remote Control Locomotive(s) coupled to car(s) may be secured by applying the remote controlled parking brake on the lead or controlling locomotive/slug. When authorized, the OCU will be left on and programmed to the RCL.

5.0 REMOTE CONTROL AREAS

(a) Protection provided by Blue Signal or Roadway Worker Protection Rules will remain in full force.

(b) The RCO in control of a Remote Control Locomotive must be notified of any track removed from service or working limits established for the protection of another craft.
5.1 REMOTE CONTROL ZONES

Train, engines and On-Track equipment must receive permission from the designated authority before occupying or fouling a RCZ.

(a) Activating Remote Control Zones

1. The RCO must contact the designated authority to activate a RCZ. The RCO must repeat this information to the designated authority who will record the information and, if correct, provide the RCO with an activation time.

2. The designated authority will not authorize any movement to enter an activated RCZ.

(b) Deactivating Remote Control Zones

1. The RCO must contact the designated authority to deactivate the RCZ:
   a. When work is complete in the RCZ, or
   b. When it is necessary to authorize another movement or worker to jointly occupy the zone, or
   c. Prior to going off duty.

2. The designated authority will provide the RCO a deactivation time and record the information on the proper form. The RCO must repeat this information.

(c) Operating within Activated Remote Control Zones

1. When making shove movements within an activated RCZ, after the Remote Control crew has made an initial visual determination that:
   • there is sufficient room in the track to hold the equipment being shoveled
   • there are no conflicting movements
   • intervening road crossings are properly protected
   • intervening switches and derails are properly lined for the intended movement
2. Subsequent determinations that the track is clear are not required provided:
   • the shove movement is being made solely within an activated RCZ
   • the controlling locomotive of the Remote Control movement is on the leading end in the direction of movement
   • the RCZ is not jointly occupied

6.0 DAILY INSPECTION PROCEDURES

(a) Remote Control Locomotive

1. Daily inspection interval requirements of an RCL are the same as those of a conventional locomotive.

2. Daily inspection brake tests of an RCL must be completed with the locomotive in Remote Control. If the Remote Control System is inoperative at the time of the daily inspection brake test, the defect must be noted on the locomotive daily inspection report.

3. If the Remote Control equipment permanently mounted to the locomotive becomes defective, the defect must be noted on the locomotive daily inspection report.

(b) Operator Control Unit

1. When operating the Remote Control Locomotive, the OCU is an appurtenance to the locomotive.

2. An OCU found to be defective at any time may not be used.

3. A defective OCU does not need to be reported on the locomotive inspection report.

4. A defective OCU must be immediately removed from service, tagged, and reported to the proper authority.
7.0 PROPER HANDLING AND SECUREMENT OF OCUs

(a) The employee using the OCU:

1. Is responsible for its proper use and handling.
2. Must sign the device out on the OCU Control and Transfer Form at the beginning of his/her tour of duty.
3. Must sign the device in on the OCU Control and Transfer Form at the completion of his/her tour of duty.

(b) The OCU when not in use must be:

1. Kept at a secure location specified by special instructions.
2. Stored in a designated locked storage area with the power off and battery removed.

(c) When the OCU is transferred to another Remote Control Operator, the employee being relieved must make a notation on the OCU Control and Transfer Form of the:

1. Name of the relieving employee.
2. Date.
3. Time.

NOTE: The Hours of Service must not be exceeded when entering the required information.

(d) The unauthorized removal from company property or disposal of an OCU is prohibited.

8.0 PULLOUT STOPPING PROTECTION (PSP)

(a) Each time a movement enters a track equipped with PSP, the RCO must monitor the designated radio channel for the PSP talker message or observe the OCU digital display to confirm that the PSP is active. If the talker message is unclear the RCO can listen to the talker messages using the status switch on the OCU.

(b) If the PSP is not active the RCO must immediately STOP the movement and the designated authority must be notified. When authorized, movements may resume in accordance with applicable rules.
<table>
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<th>Date</th>
<th>Time</th>
<th>OCU Serial Number</th>
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When completed, the Form must be submitted to the designated office or supervisor.

420-760573
FORM 82259 (2/06)

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NO JOB IS SO IMPORTANT
NO SERVICE IS SO URGENT
THAT WE CANNOT TAKE THE TIME TO PERFORM OUR WORK SAFELY
FOR EMERGENCIES INVOLVING NORFOLK SOUTHERN TRACK OR EQUIPMENT

USE RADIO DTMF CODE

911

or

Call the Norfolk Southern Police Communications Center

1-800-453-2530

(24 - HOUR)

Please refer questions to the Operating Rules Department at NSOperatingRules@nscorp.com